

IND

# MODEL CAR Science

September 1969



**PLANS:**  
Ferrari 612  
CAN-AM Car

**In this issue:**

**Build a 1/32  
Ferrari "Screamer"!**

**5th MCS/USRA  
Race**

**Exotic Home Tracks**

**All About Soldering  
Part II**

**A Wild  
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Volume 7, Number 9



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**PUBLISHER**  
Stephen D. Urette

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Raymond E. Hoy

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George Wallace

**GRAPHIC DESIGN**  
Gunther Bahrs

**DELTA MAGAZINES, INC.**  
131 South Barrington Place  
West Los Angeles, California 90049  
Phone: 213/476-3004

**PRESIDENT**  
Gordon Behn  
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# Model Mail

## PLANE PLANS?

I noticed on your June cover the words "Scale Planes for your Custom Slot Track." I was wondering what it meant because there wasn't any article like that inside.

Mike Cantin  
Fullerton, Calif.

True, Mike. A number of other readers spotted our error too. We meant scale plans, but somebody flunked spelling. Wee promiss nevir to mispel agin.

## STATIC FINISHING PROBLEMS?

Why do my decals come out so boggy? Also, what do you mean by "wet sanding?" Any reply will be greatly appreciated.

Chris Grame  
Glenn Falls, N.Y.

By "boggy" we assume you mean your decals have a slight whitish sheen. This is usually caused by applying the decal too wet. Just dip the decal in water and remove it immediately. Place it on a blotter for about two or three minutes while the water soaks the glue loose, then slide it into place. Any decal will look better if you trim away the clear film as close to the colored part as possible. "Wet" sanding is the term used when sanding paint with #400 or #600 sandpaper which should be dipped in water frequently to keep the surface being sanded wet. This keeps deep sanding scratches to a minimum and the cooling effect of the water reduces the chances of rubbing friction melting the paint and scarring it.

## NEEDS SPRAY CAN SOLUTIONS

I have been having difficulty with my spray cans of paint and I wondered if you could give me some suggestions to help. First, my nozzles have been clogging up even when I turn the can upside down to clean them the previous time I sprayed. Second, sometimes when I spray it comes out in glops rather than a fine mist.

Dane Meixner  
Brook Park, Ohio.

Your first problem is a most common one, Dane. While it is a good idea to turn the can upside down and spray to clean the nozzle, it isn't the whole solution. The best bet, after doing this, is to pull off the nozzle and store it in a jar (WITH lid) of lacquer thinner. Just be sure to spray the first bit on a scrap when you put the nozzle back the next time. "Glops" of paint are caused by paint that has not been sufficiently mixed. That tinkling sound in the spray can is nothing more than a tiny steel ball to help stir the paint. It doesn't do the job very rapidly—a whole lot of shaking is

necessary. Heating the can in a sink with hot water pouring over just before spraying will help too. The heat helps the paint to thin out. The room you spray in should be about 75° as well.

## WHY HAVE A MODEL COLLECTION?

I have been building models since I was about nine (I'm now 13) and whenever I want to buy another kit I have a hard time convincing my parents that I really want one. They always want to know what I'm going to do with yet another model on my shelf. Have you got any answers?

Jeff Flowers  
Scarboro, Toronto  
Ontario, Canada

Most younger builders (and some of the married ancients, too) have faced this same problem, Jeff. From the sound of your letter you seem to enjoy working with your hands in creating the models most. This same urge is what inspired doctors, dentists and engineers to take up their careers. Model building is an excellent training ground. Your collection of miniature automobiles, planes, tanks or whatever represents some of the more interesting, to you, mechanical and styling examples from the real world. Museums often have model collections for these same reasons, where they haven't the space or funds for the real thing. You learn a good bit about the mechanics of the car in assembling a kit as well. Some non-model people understand an artists oil or watercolor work but not a modeler's efforts. Your models are really artistic forms in full three-dimensional realism. There are more valid reasons for continuing a model collection but these should give you some good points to express to your parents or friends.

## CLEANING DANGERS

I'm a nut for cleanliness in my slot cars. Every time I run my car I clean everything. I tried to obtain some of Champion's "Electro Whirl," but my local shop did not carry it. Someone said to clean my motor in lighter fluid. Well, I tried it and when the jar of lighter fluid with the powered motor in it caught fire, I had my face right in the path of the flames! Please urge your readers not to fool around with lighter fluid!

Peter Lipskis  
Vancouver, B.C., Canada

It is sad you had to learn the hard way, Peter. We would hope none of our other readers would ever consider using a flammable fluid around sparks or flame. Champion's "Electro Whirl" is a special chemical cleaner that will not catch fire when a running car motor is dipped in it to be cleaned, but we really can't recommend trying this trick with anything else! Remember that a model car motor gives off tiny sparks when it runs. You also create sparks when you cut metal, so

Continued on Page 66



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# USRA News

Last month I expressed the hopes we had for our new three class racing schedule. We know we weren't getting the amateur racers that we should have been getting. By reclassifying many of the experienced amateurs as semi-pros, we thought we could draw more real amateurs into our races. Well, it worked, quicker and better than we expected. At our May race, held at Monaco Miniatures in Buena Park, California, we had 67 entries, 34 of them in the amateur class, and at least 20 new faces. Wonderful! The qualifying times were in three distinct groups also, indicating that we had done a good job of placing the known drivers in their proper group.

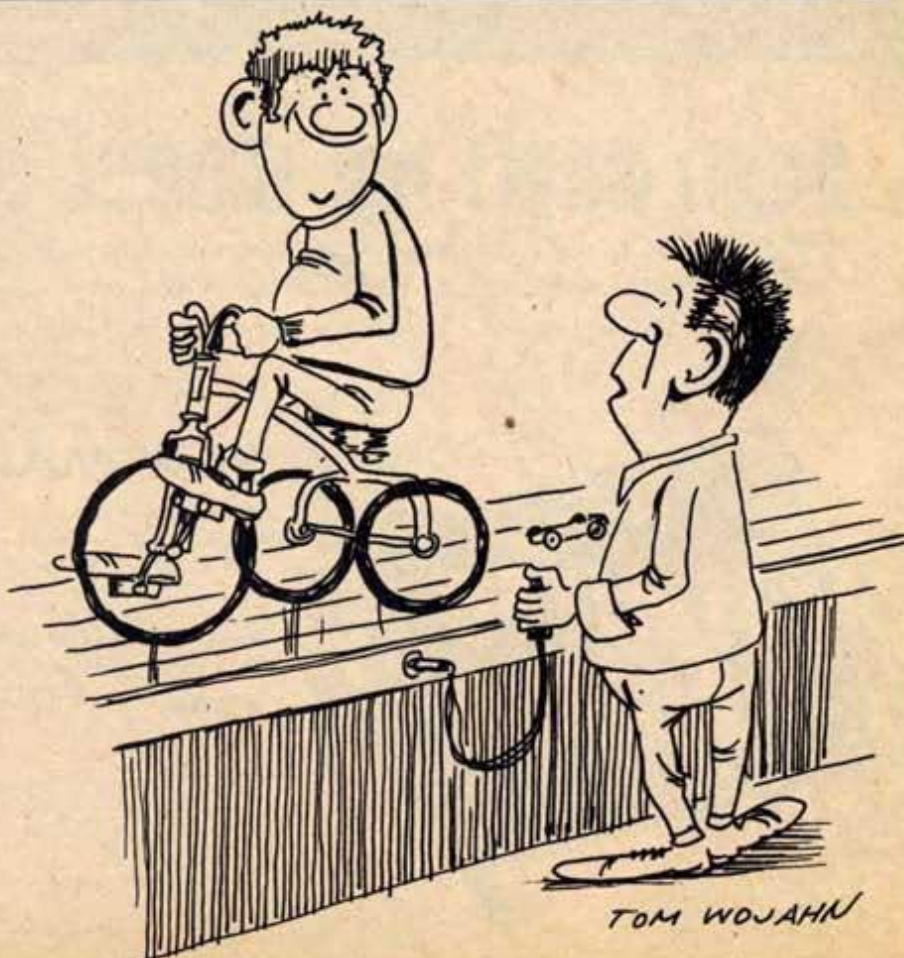
If you didn't read the last news column, I'll briefly explain how the classes work. There are three classes, pro, semi-pro and amateur. We have a list of drivers' names for both the pro and semi-pro classes. Any name which does not appear on the list is classed as an amateur. The list is made up and reviewed every two months by the Driver Classification Board, which con-

sists of nine appointed USRA members. Whenever the board feels that a driver has enough skill and experience to compete in the next higher class, he is advanced. The board will accept protests from the drivers and a review will be made of his qualifications, but the decision of the board is final.

Last Saturday, we ran our sixth race of the season at Speed & Sport in Lynnwood, California. This track is frequented by most of the top drivers in L.A., and is generally considered a tough track to be competitive on. For this reason, some of us felt that our entries would be low, especially in the amateur class. But by 2:15 p.m., we had 74 entries, 42 of them in the amateur class! We couldn't have been happier. It's obvious that the amateurs figured they really had their own class now, and were taking advantage of it. I'm not trying to say it was all our idea. People have been talking about three classes for a long time, but we did prove that it works.

So much for driver classes. I hope our experiences will help in your own area. Let's talk a little about rules. We've all run our races with them since January, and after a few races I'm sure you would like to see some of them changed, reworded, eliminated, and of course, some new ones added.

We've had our problems, not really big ones but annoying ones. Like the flag rule, for instance. It doesn't say only one flag. And the rule about not



"It's your track; if you want to drive the pace car, go ahead."



applying glue during the race. That is while the car is running. Well, that's fine, but it doesn't say you cannot wipe the glue off while the cars are running. We had a big problem with that at the L.A. Mura race.

At our June meeting we put our rules suggestions on paper for the National Competition Committee meeting to be held soon in Dallas, Texas. We'll let you know how that committee acted on them, in the next issue.

I know from talking to many of the manufacturers that probably the most important problem is how to involve the novice, or inexperienced slot racer. The cheapest form of racing has to be the ready-to-run type. Today, for \$9.95 you can buy an excellent ready-to-run car, with real potential for racing, from three or four different manufacturers. (Elsewhere in this issue you'll find a complete article on preparing one to WIN—Ed.) The weak link in the RTRs seems to be the 16D Mabuchi motor. On today's power they melt end bells and throw wire much too fast.

One possible answer would be to place a \$15.00 limit on the car. This would allow the driver to purchase a cheap rewound armature to replace the 16D stock one. However, at this time there is no way to control the type of armature which can be bought for replacement. But I'm sure that the companies that manufacture motors such as Mura, Champion, etc., could solve this if they worked at it.

Just one step above the RTR class, you'll find the driver who has a little more experience and a desire to build, but lacks sufficient funds to buy all the "trick" parts. An answer to his problem might be a restricted building type class. Mike Morrissey suggested Formula One, Two and Three categories.

Formula One would be the same as the Formula class we now have, unlimited as to motor and chassis except for a width maximum of 1 1/4 inches.

Formula Two would be the same as Formula One, with the exception that the motor cost would be limited to \$10.00 complete. There's a lot of good stuff available for \$10.00.

Formula Three would differ from the other two classes only in that it would have to be inline.

Now you have a ladder, or a series of stepping stones, beginning with ready-to-runs and ending with Formula One cars. The amateur could move up when ready, or stay where he started and have a good time racing for very little money.

The USRA will not be going to the National Competition Committee meeting believing that we have all the answers. But I'm sure that when we all put our heads together we'll come up with a common-sense novice racing program. If we do, I'll bet a month's salary that slot racing will be assured a great future.

See you next month.

# HAWK clicks with the classics

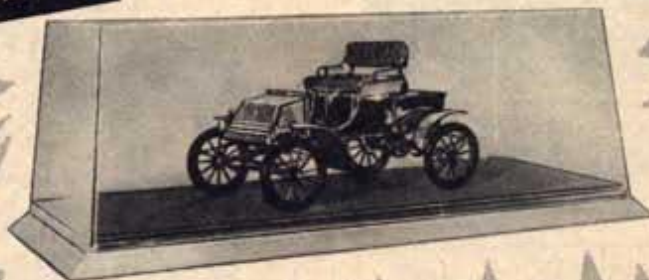
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# Inside Infor- mation

By Lynn Fletcher

Mura's new "B" Production motor is on the market now. Some of the top drivers have tried them in a few races and their opinions range from hot to cold, depending on whom you talk to.

Now I'm no motor expert, but I do know that their motor is different enough that some new thinking on winds and all the accompanying tricks will be needed to use its full potential. Those drivers who are fairly cool to the new motor aren't thinking ahead to the motor's full potential.

There's been some talk about a new armature stack coming from Mura, perhaps with thinner laminations. If there is a new blank, I'll bet you'll be able to get more wire on it.

Bill Steube and Pete Zimmerman both have been mumbling about

having their own laminations made but nothing definite yet. Pete is also negotiating for a Dynamic balancer. Seems he's not happy unless he can do everything himself, although he says Thorp does a great job on his stuff.

Still more on the motor subject: Lee Yurada told me just a couple of weeks ago that he will be coming out with his own can. According to Lee it will be far superior to anything now available. That suggests a drawn can rather than a folded stamping. True, the stamping is cheaper, from the standpoint of original tooling cost, but a drawn can, all other things being equal, would be more efficient. I hope Lee can do it; Mura could use the competition.

Remember the Simco aluminum end bells? Well, they didn't have too much success. Poor tooling and the hairpin brush setup sort of killed them. Now Dynamic has had this very neat looking alloy end bell in the blueprint stage for about a year, but for some reason or another they just won't get off the dime with it. Briefly, it looks like what you're running now, but calls for a high heat conducting alloy number. Since it can also conduct a bit of juice, all the necessary parts are ceramic insulated. Also incorporated into the design is a trick way to insure perfect bearing alignment.

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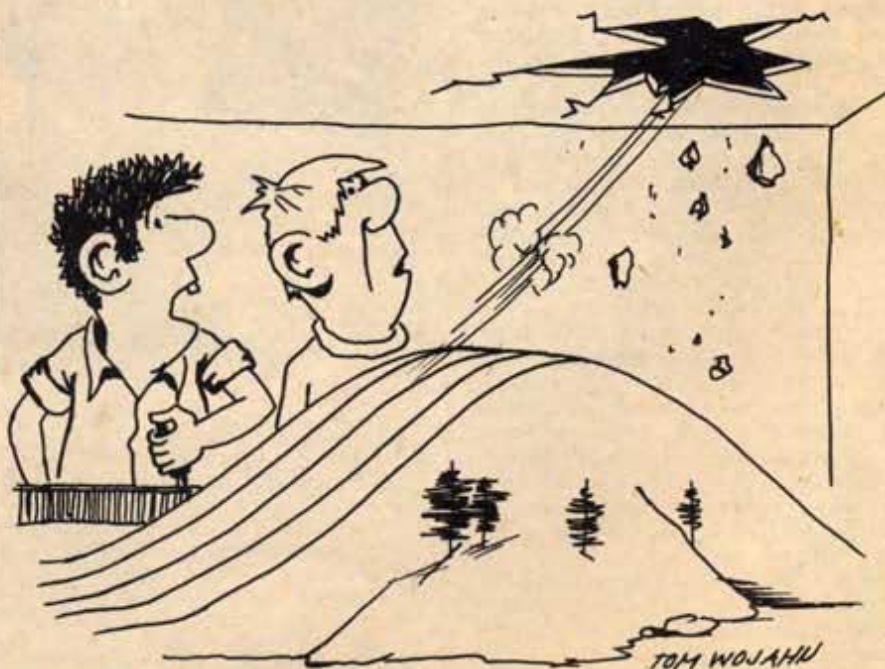
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## INSIDE INFORMATION

The plastics now being used for end bells, including the latest, do not conduct heat, they simply absorb it until finally they break down and melt. Had that happen to you before?

John Thorp has finally come out with a new range of armatures and at the last USRA/MCS race they made a very good showing, placing up in the top of a couple of classes. In fact, the new track record at Speed & Sport was set by Mike Kondor with a Thorp armature, cutting Mike Steube's record by 4/10 seconds. It's nice to see John with good competitive armatures again.

Another winder who impressed quite a few people was Mike Reedy, co-owner of Checkered Flag Raceway in Westminster, Calif. Mike sells his armature under the Ree-Teez label. You might inquire about them.

Getting back to Associated/Simco again, the "Jet Flag" has been reworked to improve efficiency on tracks with rough, irregular slots. The front of the blade has been brought to a point, and grooves have been cut into the sides of the blade. Some of these were used last week, but positive results could not be confirmed because the slots were fairly smooth.

I was also told that Cobra Mfg. has a new flag in the works and this will also have the grooves in the blade.

On the ever-changing body scene, some tests were recently made to determine weight differences between Lexan and Butyrate. A Lola T-160 was formed in .005 Lexan. It weighed in at exactly 1/2 gram! The same car in .015 Butyrate, trimmed exactly the same way, tipped the super-accurate scale at 7.4 grams. Dynamic, who made the tests, are releasing six of their latest body styles in Lexan, July 15th, with interior, decals and bullet-proofing tape. They'll sell for \$1.89. Detail will be as good as on Butyrate bodies.

If you read the report on the last formula race, you'll remember that John Anderson won convincingly, and most people say it was because, among other things, he had excellent bite, thanks to Pete Zimmerman, his boss and lane "gluer-upper." John also won the sixth race last weekend and Pete was there every heat, spreading that instant traction.

Well, now you can buy the very same traction that helped John win those two races. It's called "Glu-It," by Zimmerman Slot Car Products. It costs a mere 70¢ for a generous bottle. It helped Anderson; it might help you too.

To end this on a good subject, there have been quite a few phone calls between Russkit, Riggen and Dynamic lately, and the subject has been co-sponsorship of a national series of novice ready-to-run races. Now wouldn't that be nice? Especially if *Model Car Science* decides to get in on the act and help out? (Don't be surprised, my friend—Ed.)

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# Pro Profile

John Cukras is not an easy fellow  
to write about. Probably no name in  
slot racing, except perhaps for Mike  
Morrissey's, has been heard and used  
as much as John "The Jet" Cukras'  
name.

I finally managed to corner John  
and get him alone long enough to get  
this story at the last USRA/MCS race.  
John's slot racing experience actually  
began with drag racing at J&J Slot  
Racing in Long Beach, California,  
where he formed his friendship with  
Gene Husting, the King of Drags, and  
Pete Zimmerman and others.

John won the 1964 Drag Nationals  
in the Stock Car division, using a stock  
DC-85A. His winning time was 1.890  
seconds; it was a heavily contested  
class.

After gaining considerable experi-  
ence at drags, his interest turned to  
road racing. Maybe an old Austin-  
Healey 100-4 that he used to own had  
some influence on him. Pete Zimmer-  
man has told me some pretty wild  
stories about John and his Healey.



The car that stands out in John's  
mind from the old days was a Zimmer-  
man-built Hussein, powered by a  
Strombecker "Scuttler" motor. John  
said that at the time it was pretty  
competitive.

If you believe that traveling in fast



TOM WOJAHN

"Man, you must have some tremendous magnets in that baby!"



company will make you fast, apparently you're right! At one time, John belonged to the Paramount Speedway Racing Team, with none other than Mike Steube, Terry Schmid and Bill Steube Jr. as teammates. That had to be one of the most competitive shop teams ever.

The first "big name" race that John won was the *Car Model* race at Tom Thumb, in the San Fernando Valley. I was entered in that race and I'll always remember John for the qualifying run he made on the King track—6.25 seconds—which cut pre-race favorite Jerry Cowan by 3/10 seconds. And to prove that fast qualifiers don't always lose, he won by a big margin.

At that time, John was running for Team Rigger, but by the summer of 1967, Champion had hired John to travel and race for them.

In the past, Pete Zimmerman wound all of John's armatures, and although Champion was in the motor business, John insisted that Pete make all of his race motors. John went on to win four big Arco races, one in Memphis, Tenn., two in Atlanta, Georgia, and one in New Orleans, La. Only Bob Cozine has come close to this mark with three wins to his credit.

While John was racing for Champion, he turned out to be a top-notch salesman also, and it was a sad day for them when he resigned.

Ron Mura must have seen these sales qualities in John, for after a short period of time John was hired by Mura as a factory representative, not only to race but to develop new products, assure good customer relations and promote slot racing in general.

John considers the first Los Angeles USRA race as his best race. Although he did not qualify for the main event, he did work his way up from the "A" Consi to win the race by 1/2 lap. He also said that those were the closest qualifying times he could remember, with 14 drivers being within less than 9/10 of a second of each other!

John also has to his credit the first two Mura Pro-Am spectaculars, the first at Columbus, Ohio, the second in Los Angeles, Calif.

As for his opinion of the most competitive driver, his answer was Howie Ursander, or as John calls him, the "Ice Man." Howie has been racing since 1959 and has built an impressive record of wins.

The biggest purse John ever won was at San Antonio, Texas, last July 4th weekend. All the best drivers in the country were there. John came up winner and pocketed \$465.00 for his efforts. He'll be back in Dallas, Texas this year to try to do it again at Northlake Speedway.

For the future, John has said that he'll be racing less and working more, for Mura of course, and thanks to his efforts you'll get better parts for your money. At 21 years old, John has done a lot and can be proud of his achievements. We wish him luck in the future.

## What happens when you forget to add the ZIP

You hold up the U.S. mail. For unzipped mail has to be sorted and re-sorted several times along its route. A single unzipped letter can slow up the mail at 6 post offices. What a waste of time and money!



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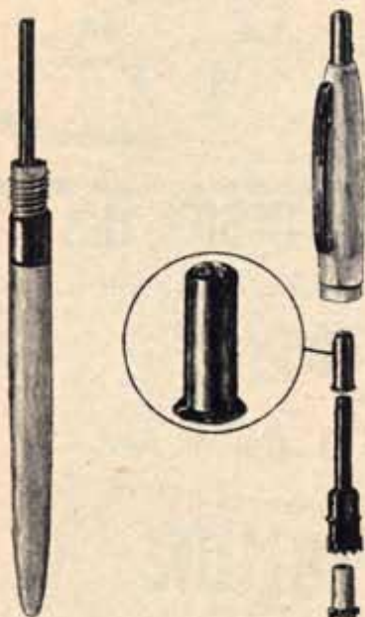


Build a working gearshift!

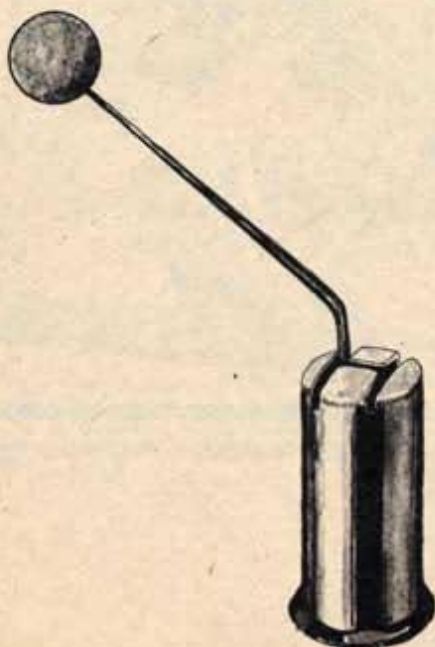
# TROPHY GRABBER!

Here it is, the gadget of the year, the finishing touch of working detail for any model from a Veedub to a fueler! Follow along as we build what is the odds-on favorite to win the Rube Goldberg Redundancy Award for 1947—the 1/24th scale, working gearshift!

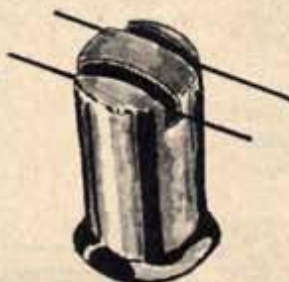
By Grant Lubben



Here's the source of supply for the basic components—an old ballpoint pen! You'll need the chrome pushbutton and a round headed pin to start with.



Tape the bottom of the "hat" to keep everything together, drill a hole in the model's floor and push it in. Now you can bend the shaft to shape and install the shift knob (an old glass bead, or one cut from a scrap shifter).



Put the pen back together and make two parallel and one cross cut on the pushbutton. Saw them out wide enough for the pin to push through. Then widen the slots by wiggling the pin back and forth. Take a washer that's a sloppy fit for the pin and force it in just far enough to allow the pinhead to rest inside the little "hat." Mabuchi armature spacers work well.



Drawings by John Cowdell



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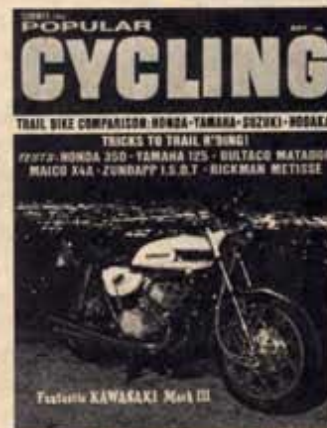
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# ALL ABOUT SOLDERING

LAST MONTH WE GAVE YOU A LOT OF INFORMATION ON PRO SOLDERING. HERE WE GO FOR THE FINAL WRAP-UP.

## PART II

Silver soldering is the most desirable form of soldering. Silver forms the strongest bond short of welding and is a better conductor of electricity than solder. Most soldering irons won't produce enough heat to melt silver solder. One of the LP Butane or Propane canned torches such as Westline or Bronson are inexpensive and will last through many jobs before re-fueling. A great deal of care should be exercised when using one of these torches. Read the instructions on the can and follow them religiously. Always use them in a well ventilated area, store in a cool place and *never* puncture or incinerate the can.

Close the valve tightly by turning counterclockwise. Screw the valve, finger tight, onto the fuel tank. Point the nozzle away from yourself or any combustibles and turn the valve clockwise until a faint hissing can be heard. Hold a lighted match to the end of the nozzle and adjust the valve until a small flame continues to burn. Allow the torch to burn on this low flame for at least a minute to warm up. Don't tip the can until after this initial warm up. Afterwards, the can may be tilted to any angle with safety. Regulate the valve until you get a flame two to three inches long.

Clean the pieces to be joined with alcohol and steel wool. Apply silver solder flux to both pieces and clamp together. Hold the tip of the flame at the intersection of the pieces (Figure one).

Apply the silver solder wire to the joint as soon as the flux begins to bubble and flow. Use only enough solder to form a small fillet. You can easily flow solder over a long distance

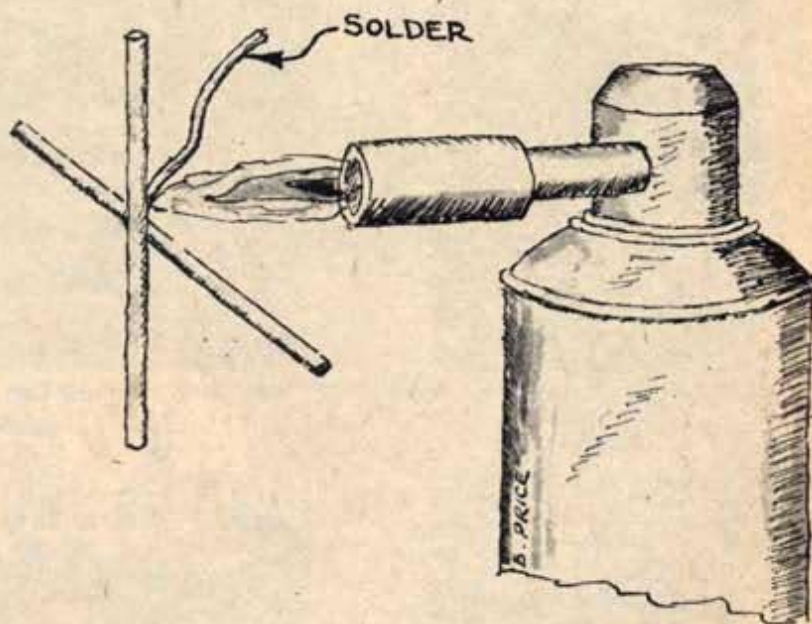


FIG. 1

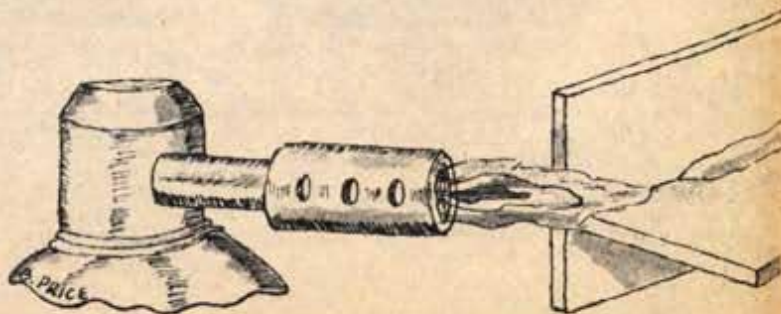


FIG. 2





FIG. 3A

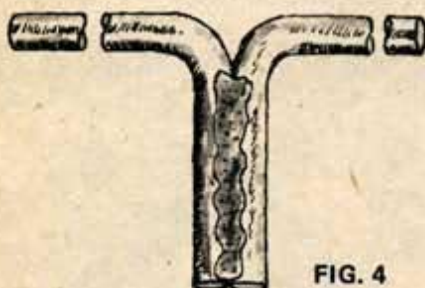


FIG. 4



FIG. 3B



FIG. 5

by drawing the flame just ahead of the solder (Figure two).

Allow the soldered piece to air cool before handling.

An interesting test of the silver solder's strength can be conducted as follows. Join two pieces of brass rod as shown in the sketch (Fig. 3A and 3B). Hold the unsoldered rod ends, one in each hand, and bend the rods 90° to the joint (Fig. four). If the solder splits, then you are not allowing the solder to cool completely before moving. If the solder pulls away from one piece, then the piece was either dirty or not heated enough to form a good bond. Care must be used when soldering thin sheets of brass, as it's possible to melt the brass before you can apply the solder.

Use heat sinks to isolate joints other than the one you're working on.

There are types of low-temp silver solder on the market that can be used like regular solder, but you give up strength for the convenience.

Since most slot car motors use plastic coated wire it is advisable to use regular solder and an iron to avoid melting the insulation. Clean off the flux with a stiff brush and alcohol.

## WICKING

"Wicking" is a term used for a technique for removing solder from a joint.

A braided or woven strand of wire is covered with flux and placed against the joint (Figure Five). Apply heat to the joint until the solder flows freely. Most of the solder will flow into the braided wire leaving the area relatively clean. Clean the wicked area with alcohol and a stiff brush. If complete removal of all traces of solder is desired, simply rub with fine steel wool.

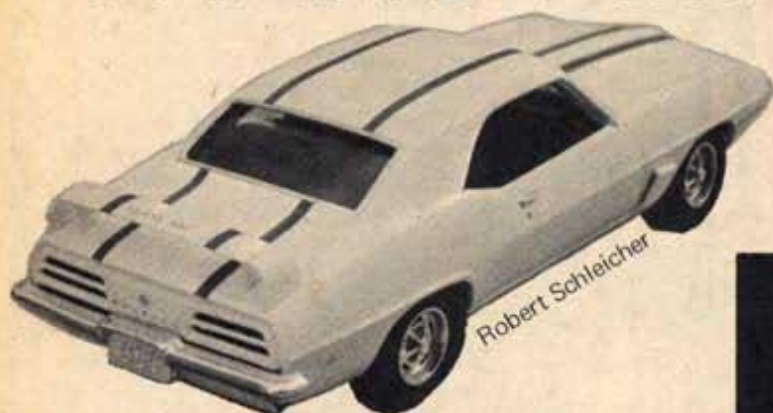
## DESOLDERING

Desoldering a joint for resoldering or removal is the simplest of all to do. Heatsink the area surrounding the joint. Apply heat to the joint and tug slightly on the wire (tube, etc.) until it pulls free. If you wish to solder a new wire to the same area (i.e. motor lug and contact lead) then more solder is unnecessary, but more flux is a must.



# BUILD A "FIREBIRD" THAT IS—MPC'S TO BE EXACT. HERE'S HOW TO CONVERT IT TO MATCH T&G RACING TEAM'S TRANS-AM ROAD RACER.

## "TRANS-AM" BIRD!



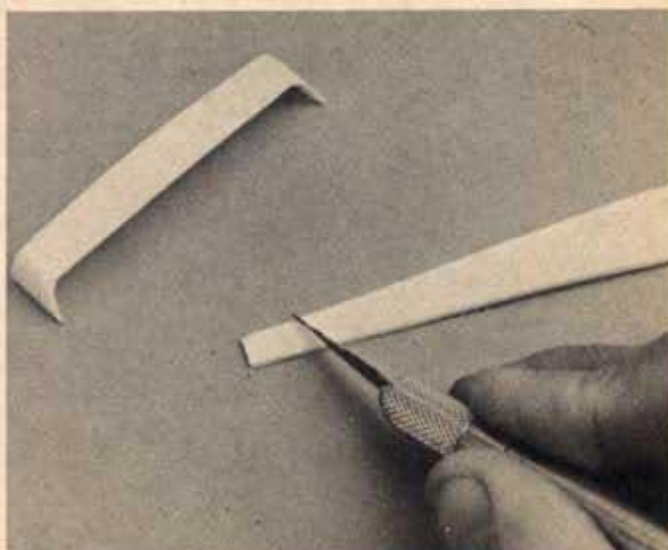
The Sports Car Club of America is much involved in professional sedan racing as well as the sports/racing and open-wheeled cars you'd expect. The rules the SCCA uses for these professional events limit the cars to those in the "Pony Car" class like Mustang, Camaro, Javelin and Firebird. The annual series of SCCA professional "Pony Car" road races was dubbed "The Trans-Am Championship" a few years back. Yes, that's where Pontiac garnered the name for their latest version of the Firebird.

For 1969, a Southern California firm, T&G Racing, is fielding a team of Firebirds in the Trans-Am series. The SCCA allows only production cars to race in these events. A stock Mustang, Camaro, etc., is simply not up to the level of competition readiness required to win the event. Since engines are limited by the rules to five liters, or about 305 cubic inch displacement, some rather exotic overhead valve designs have been spawned by the Detroit engineering departments. Chevy got the jump on the series with their Z/28. Ford tried to follow with their not-so-successful "tunnel port" Mustangs. This year Ford is going all-out to beat the Roger Penske/Mark Donohue builder/driver team of Camaros with a double-pronged effort from both Bud Moore and Shelby-prepared "Boss 302" Mustangs. Pontiac is relying on the unsponsored efforts of T&G Racing's cars. Their trust is reasonably well placed, however, for the "T" of T&G belongs to once Trans-Am Mustang champion, Jerry Titus. Titus successfully prepared a 1968 Firebird that placed first in class at Daytona earlier this year. The street "Trans-Am" Firebird is Pontiac's answer to the Z/28 and Boss 302. The car is equipped with a much-modified suspension system, a body that will clear those fat road racing tires, and the apparently essential rear spoiler. The paint scheme is a most-American white with a pair of blue stripes.

As yet there is no model of the Trans-Am Firebird, but conversion from MPC's 1/25 scale Firebird kit is a relatively simple task of applying the spoiler from the MPC Pontiac GTO (modified to match the smaller Firebird item), special side scoops, some dry transfer Trans-Am lettering and those prominent blue stripes. If you haven't yet learned the technique of striping a model car, the Trans-Am is a good place to start. Artist's supply and drafting supply stores carry colored tape in a wide variety of widths or you can cut your own from 1/4" wide colored tape as indicated in the photos. When completed, your 1/25 scale Trans-Am Firebird may well be the first of the '69 1/2 models on your block.

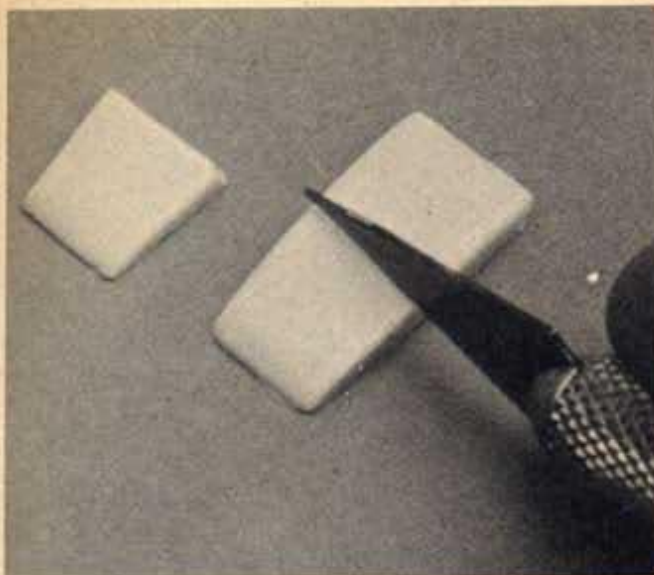


You can duplicate the '69 1/2 Pontiac Trans-Am car and have the first model yet of the car by adding the MPC GTO kit's spoiler and hood scoops to the MPC stock Firebird kit. Striping tape and dry transfer letters will mark the model like the real car.

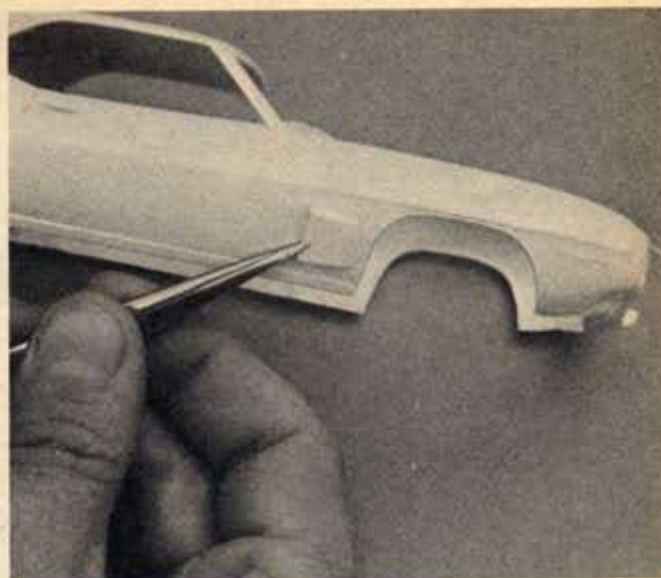


GTO spoiler is shortened 1/16" on each end and glued to its end supports. Trans-Am spoiler has two additional supports on trunk lid which can be cut from kit "custom" piece and glued beneath spoiler.

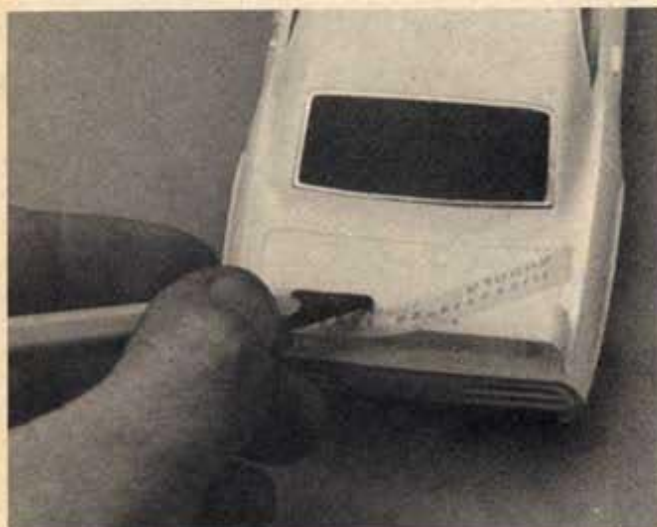




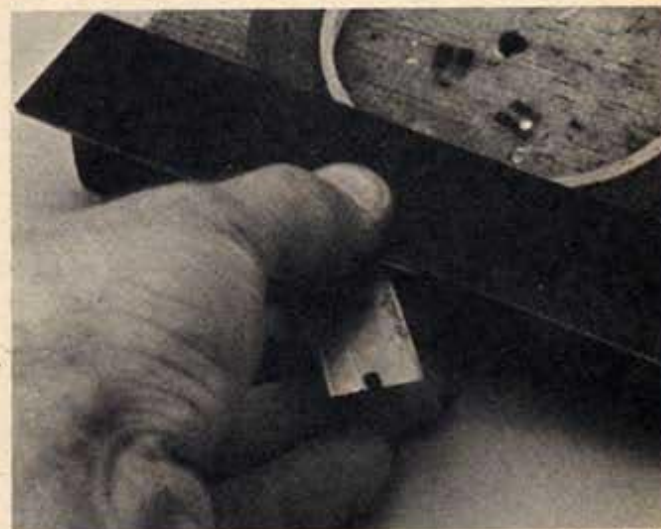
Trans-Am has modified side scoops also. Scoops that are a near match can be cut from the rear of the optional GTO kit hood scoops and thinned down a bit.



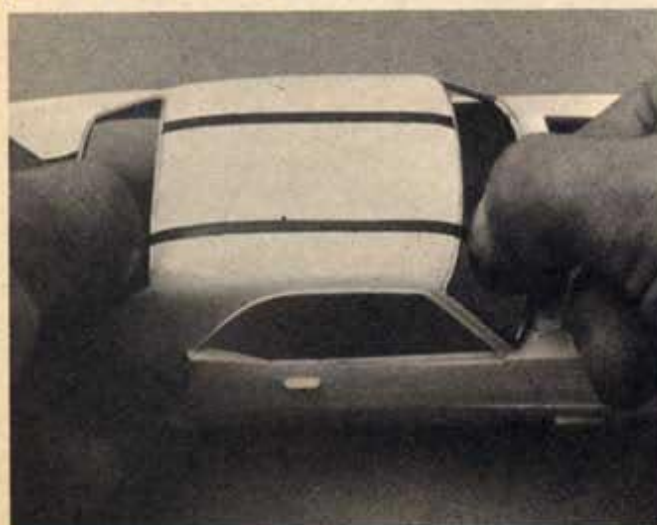
Modified hood scoops are glued in place to just cover the stock Firebird side scoops. Shape scoops to fit side of body.



1/16" LetraSet dry transfers, in red, can be applied to the center of the spoiler and just beneath the Firebird name plate on each front fender.



A steel ruler and a 1/64" thick bit of metal or wood will guide your razor blade around a role of 1/4" wide blue tape to cut the thin stripes that appear on each side of the wider stripes across top of real Pontiac Trans-Am Firebird.

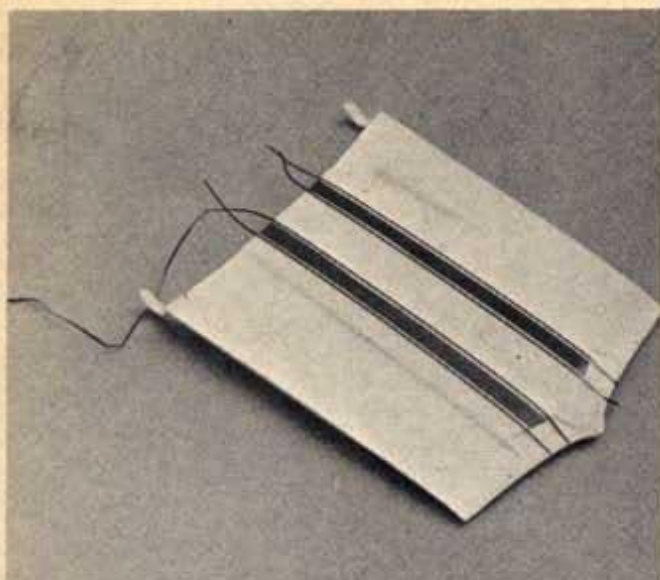


"Wide" stripes are approximately 1/8" wide in 1/25 scale. For a straight striping job, stretch tape slightly just above area to be covered, then pull tape down onto surface by tape ends.

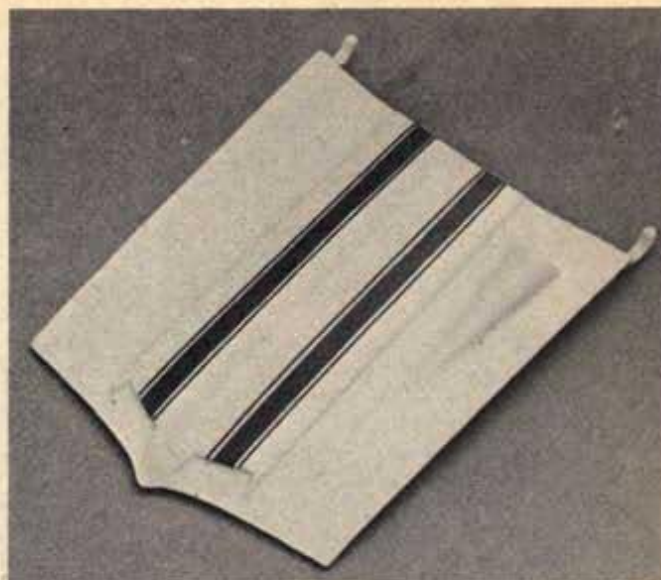


Drafting supply stores can supply colored tape in just about any width you want, if you don't wish to cut your own. 1/64" tape is needed on each side of 1/8" stripe.





Like 1/8" tape, 1/64" tape is stretched straight, then pressed onto surface.



Ends of tape are cut to fit panel after entire length of tape is pressed down.



1/25 scale Firebird Trans-Am is likely to appear on your shelf before you see the real car on the street and tracks if you get started on your model now.





Each month MCS will answer questions of general interest. Address all queries to Modelers' Workbench c/o Brick Price, 11795 Gateway Blvd., #3,

Los Angeles, California, 90064. Only those questions with a self-addressed, stamped envelope can be answered personally.

and beautiful, separate chrome trim. Chrome tape is available at most hobby shops in several widths and could be used to accent the molded seat trim found on most cars. This tape is also good for detailing chrome trim and window moldings.

By Brick Price

# MODELERS' WORKBENCH

GOT A TOUGH PROBLEM YOU CAN'T SOLVE? YOU ASK THE QUESTIONS—WE'LL ANSWER THEM.

**Q** I enjoy building cars from scratch and modifying kit cars. My question is, where can I get scale plans with all of the details and dimensions shown? I've tried to locate plans, but haven't had any luck.

Romas Jasiukonis  
Lincoln, Nebraska

**A** Try looking in back issues of MCS. We used to have a section devoted to scale drawings ranging from HO to 1/24 scale. Another source would be the Profile Books available in some book stores or from Auto Books in Burbank, Calif. The IAAM has a club bulletin which often includes detail drawings and useful hints on model building. Miniature Auto Magazine, an English Mag available here, has at least one set of plans per issue.

**Q** I collect small die-cast cars such as Matchbox, Collectoy, and Tootsie-toy. I have some old ones with white tires and poorly detailed, missing, or broken wheels. Is there any way to replace or update my older cars?

John Wyler  
NY, NY

**A** My advice is don't try to update old die-casts! Some of these older cars are worth \$20.00 or more to a collector. Re-painting, customizing or detailing will only lessen their value. However, if you're like myself and would rather have handsome looking cars than antiques, Corgi has a set of twelve beautiful die-cast wheels with black vinyl tires for a paltry 50¢. If you want to customize your cars and you don't mind using plastic, then try some of AMT's Mini Cars for their tires and rims. The sidewall and tread detail is flawless and the scale is dead on.

**Q** Does anyone make a 1/25 scale mail truck?

Tom Nakasone,  
Culver City, Calif.

**A** If you mean a surrealistic rod type, Yes! MPC has the Barris Mail Truck. If you mean a real US Postal type, no. The lines of modern mail trucks would be easy to duplicate in plastic since they are straight and slab-sided. The Mini-Lindy line includes an HO scale mail truck.

**Q** I want to build a model of Dave Strickler's "Old Reliable" Corvette funny car but I can't find the right sponsor decals or lettering. Do any of the kits include these decals?

Phil Kirk  
La Verne, Calif.

**A** As far as I know, no one has a kit of Dave's car or decals. You can get a color picture (and this is true for any car) and cut the sponsors decals and name out. Use Elmer's glue or Wilhold to paste the pictures to the car and liberally coat the whole car with clear enamel. I've done this many times and the results are very pleasing.

**Q** I'm building a full custom Chevy and I'd like to duplicate the chrome moulding around the seats. What would be the best method?

Gene O'Neill  
Titusville, Florida

**A** AMT had a model of the '64 Grand Prix with custom bucket seats

**Q** I have an El Camino that I'd like to display with a motorcycle or bicycle in the bed. I know Revell had some once but I can't find any of these. Does anyone else make them?

Tim Miller  
Akron, Ohio

**A** MPC has a four cylinder antique motorcycle in their '32 Chrysler kit and a Sting Ray bicycle in both the '28 Ford truck and the '29 Woody kits. There is even a unicycle in MPC's Mail Truck.

**Q** What do the letters IAAM stand for? I see them mentioned often, but they're never explained.

Ralph Craig  
Fort Worth, Texas

**A** IAAM-International Association of Automotive Modelers. It's one of the oldest clubs devoted to scale models. Membership is \$5.00 a year which includes a fine bi-monthly bulletin. Contact Norm Shearier, Dept. MCS, 4212 So Mozart St., Chicago, Illinois, 60632, for additional info.

**Q** I am beginning work on a Firebird for drag racing and I'd like to know what speed equipment to use. What do the letters on the sides of drag ears stand for? Keep up the good work. Your mag is tops!

Jerry Taylor  
Memphis, Tenn.

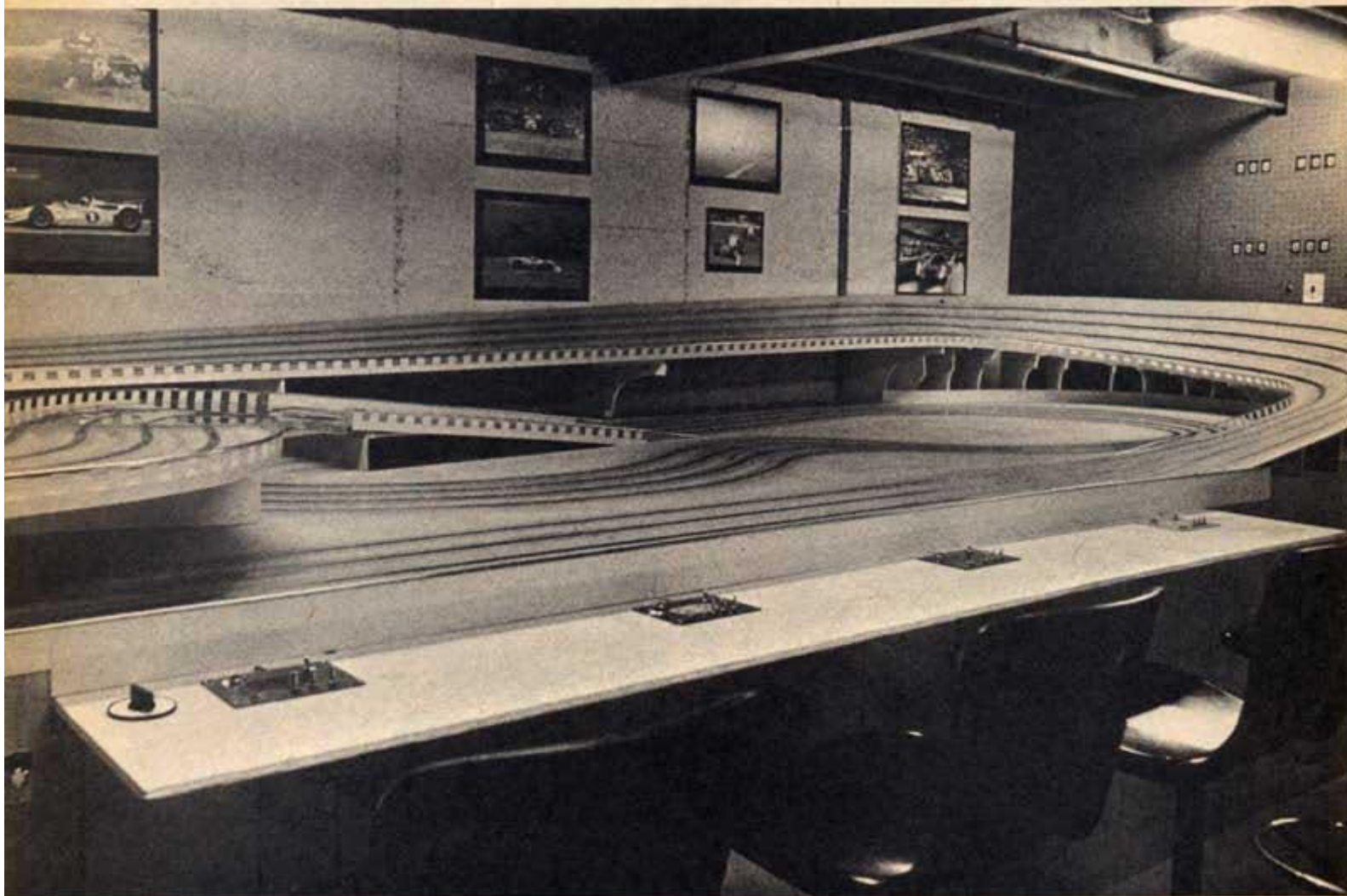
**A** You could use anything in your Firebird from the OHC six to the full-blown V-8's and it would fall into some classification. AHRA, UDRA, and NHRA all have rule books available at speed equipment shops. They will list all legal speed equipment and necessary safety precautions along with chassis/body configurations and the various classes that there are. The numbers and letters on the sides (and sometimes windows) of the cars are the class identification markings.

Incidentally, these books are sometimes used to judge model contests to see just how accurate the models are.



# THE HOME LAYOUT OF THE MONTH

ENTER THIS NEW CONTEST FOR 1/32 AND 1/24 SCALE HOME TRACKS AND WIN A ONE YEAR SUBSCRIPTION TO MCS! THIS MONTHS' WINNER IS REALLY EXOTIC!



The winner of the one year subscription to MODEL CAR SCIENCE for the best home track layout is Mr. Walter Bellmer of 212 Commonwealth St., Franklin Square, N.Y. 11010. We believe you'll agree that it's a beauty! We're also awarding a one year subscription to MCS to Mr. Raymond Juschkus of 2035 Gates Avenue, Ridgewood, Queens 27, N.Y. for shooting the excellent photos of this track.

You can win a one year subscription to MCS too! Just send a good black and white photo (or two) of your home track (1/32 and/or 1/24 track only, please, if you want to enter an HO track, enter through the "Small Stuff" contest, elsewhere in this issue) to The Contest Editor, Dept. H, Model Car Science Magazine, 131 Barrington Place, Los Angeles, California 90049. He'll pick the winning layout each month. Include a brief description of your track, too.

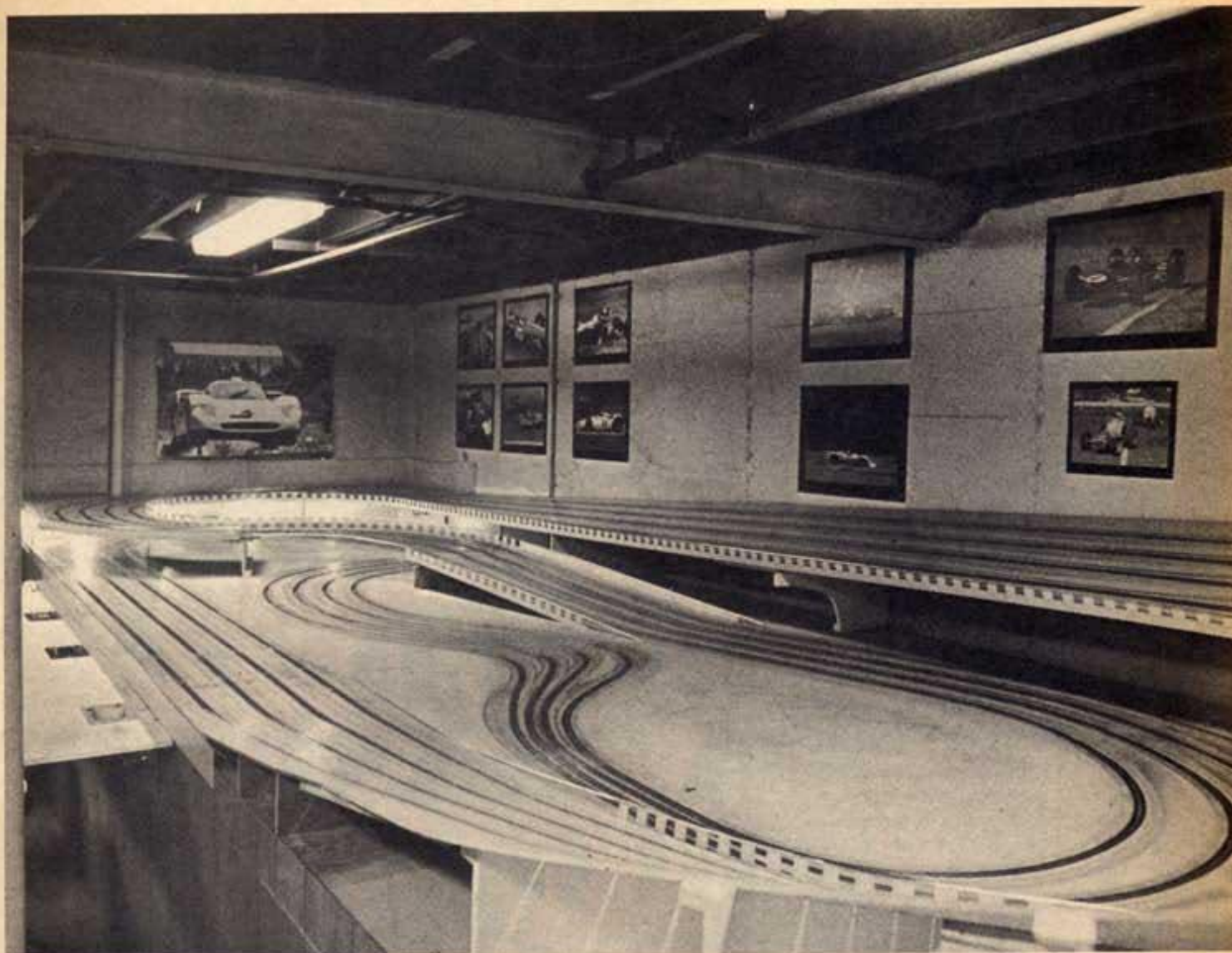
Get those photos in, fellows. You might be a winner!

20/Model Car Science

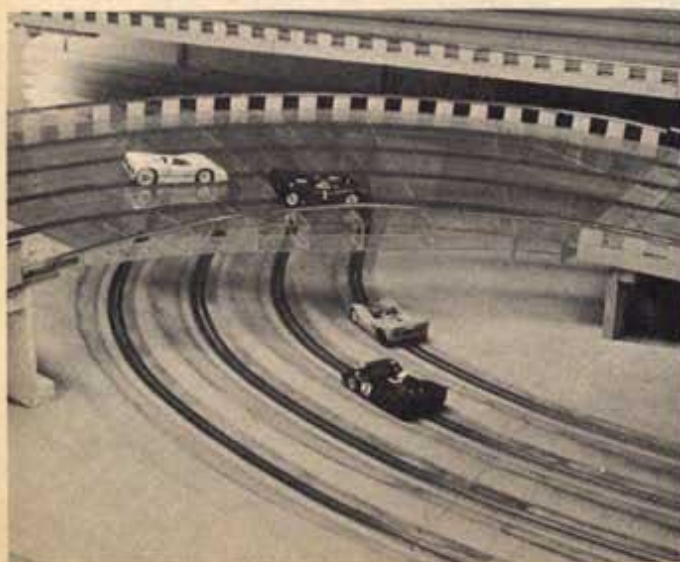
Racing is hot and heavy on Walt Bellmer's exotic home track. With a lap length of 90 feet, this 1/32 scale layout has to be one of the largest in the country.



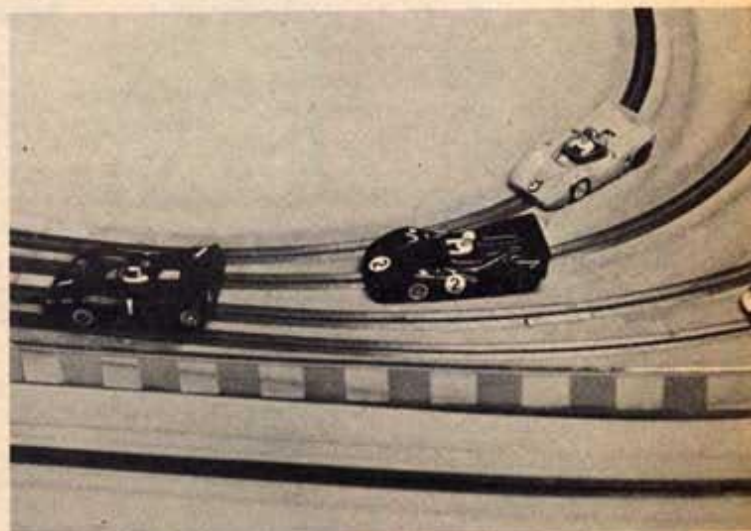




The dimensions of this big beauty are 7' x 21' and its frame is constructed of 2 x 4 lumber with a plywood base and masonite running surface.



The clear plastic overpass is certainly an unusual feature. It enables the cars on the lower level to be seen by their drivers.



Here's a thrilling corner to handle! Drivers must be on their toes at all times. There are 30 amps of power available, so you know these cars haul! A timer and a lap counter were constructed from an old bowling machine.





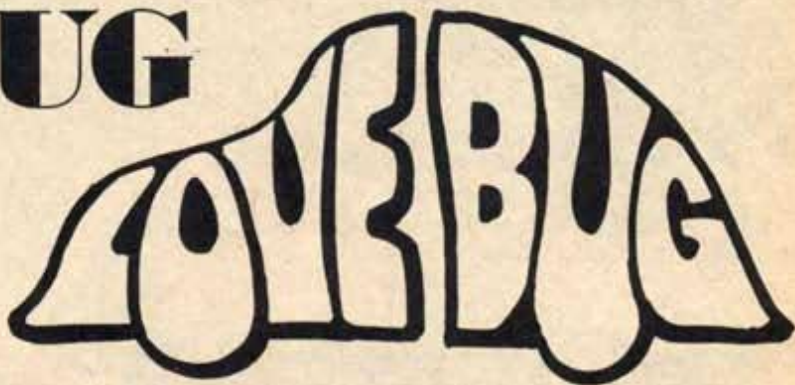
If you're one of those VW owners or admirers who feel the homely little bug is almost human, your faith will really be confirmed when you see Disney's latest family flick "The Love Bug." The fantasy-plot is briefly one of the car taking on a human-like personality, breaking out of its showroom and cavorting about in the world of cars and people. The little VeeWee even has a name, "Herbie."

The connection between "The Love Bug" and our "Bashed Bug" is one of Revell's newest kits. Revell has introduced a 1/25 scale model of the Volkswagen sedan complete with proper decal numbers and racing stripes to duplicate the same white VW used in the movie. "Herbie's" wild antics collect a few dents and dings in his flanks, in addition to the "cute trick" of traveling around balanced on two wheels to compensate for the lack of any wheels at all on one side.

On some types of models, like our "Love Bug," or on NASCAR Stockers, or Trans-Am pony car racing cars, a bit of scraped paint and a few dents and bends in the sheet metal make your model more authentic. A battle-scarred racing sedan can make a nice contrast to a shelf full of shining rods and custom cars.

The technique used to dent a plastic model is simple enough, but we would recommend you practice first on an old junk model or scrap plastic to get the feel of it. A candle is used to heat the plastic just enough so the plastic is softened, but not deformed from the heat. The end of a hobby

# BUILD A "BASHED" BUG



**FENDER BENDING TECHNIQUES CAN ADD A NEW ELEMENT OF REALISM TO YOUR MODELS.**

knife or a screwdriver tip is then rubbed over the softened area to dent and scratch the surface. The problem that needs some practice is that of getting the plastic hot enough to be able to dent it without melting the whole side of the car or having the edges of the plastic actually catch on fire.

Take a look at some real dented cars and photos of the type of race-contact damage a NASCAR-type car receives so you can duplicate the general location and shape of the dents in a realistic manner. Note that flat areas, like doors, usually only have dents, while the edges of fenders will

often be ripped a bit and pushed far out of shape. When you're satisfied with your heat-created dents, wash off the carbon black from the candle flame, prime, and paint the car in the normal manner. When the final coat is dry, touch light, nearly dry brushed streaks of flat aluminum paint down the depths of the dents to simulate chipped away metal. Touches of flat black can be added in a very few spots where the primer might still cling to the damaged sheet metal. If the damage occurs where a decal number might show (like it did on our "Love Bug") be sure to slice a jagged bit of the decal away too.

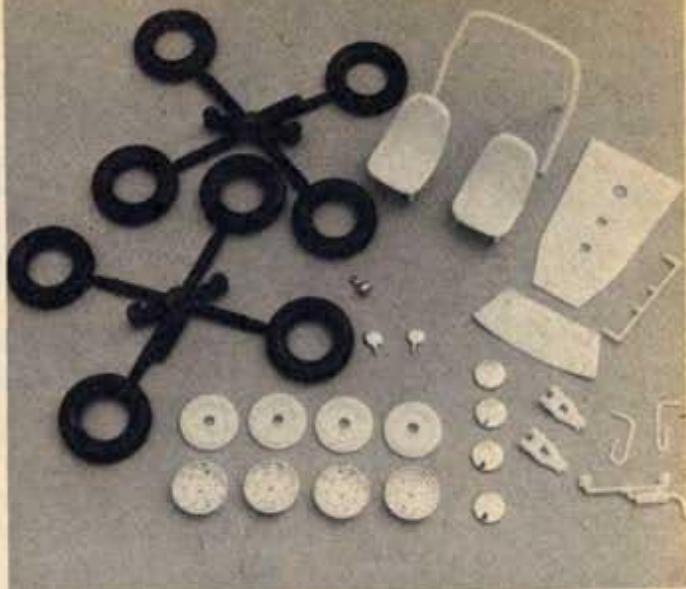
By Robert Schleicher



Dean Jones, at wheel of VW, gets assistance from Buddy Hackett and Michele Lee in a balancing act to keep the car on right track in a scene from "Love Bug," a movie by Walt Disney Productions.



New Volkswagen kit in 1/25 scale from Revell includes decals and stripes used on Disney movie star car, Herbie, "The Love Bug."



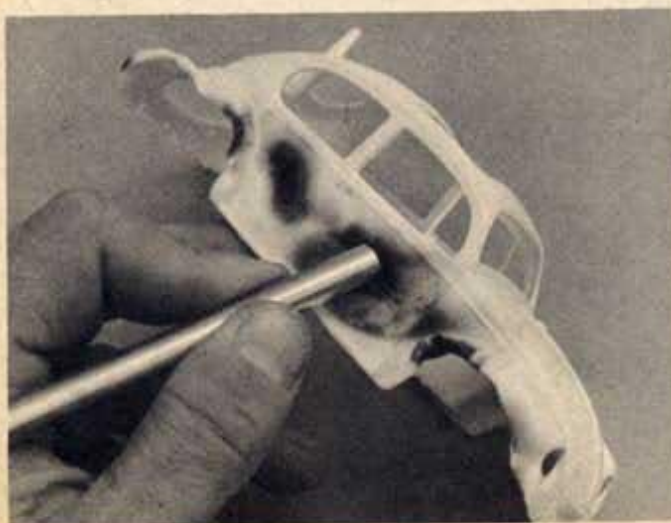
"Herbie" is basically stock VW, but Revell kit has optional competition parts like Webers, tuned exhaust and camber compensator. Wide wheels and tires, two-piece skid pan are off-the-road options in kit.



Body bashing begins by gently heating area to be "dented" over a candle flame just long enough to soften, not deform plastic.



Heat-softened plastic can be dented with the end of a hobby knife while plastic is still hot. Sides of doors have simple dents and scrapes.



Damage to fender lips often has a far more extensive deformation than flatter panels. Edges are cut a bit and rolled back, again while plastic is hot.



Heat only about two square inches of car at a time so plastic won't cool too rapidly to be dented. Black smudges are carbon, can be washed off with soapy water before priming and painting.





Dented areas are touched with streaks of aluminum paint after car is painted in normal manner to simulate places where paint is chipped away.



Number decal on side was cut in a rough pattern with a hobby knife and a chunk ripped away where guard rail (or whatever caused the dent) would have torn it away.



Opposite side of "Herbie" is normal. On this car, and on most sedan/pony car racers, most of racing damage occurs on one side only.



# THE AMERICAN COLLECTOR

By David Sinclair

The appearance of each new Solido "L'Age d'Or" (The Golden Age) model is anxiously awaited by classic car miniature collectors. Solido's Bugatti Royale Coupe Napoleon, Voisin Carene, Mercedes SS and others in the series have been popular sellers for several years. It has now been over a year since Solido released a new number in this classic line so the recent arrival in the U. S. of their 1931 "J" Duesenberg sedan was greeted with great enthusiasm by collectors.

We feel that Duesy is one of the best models they have done. Beginning from the front: the attractive chrome bumper with its gracefully curved upper bar; the realistic vertical bar grille; headlights with real lenses and the tiny chrome radiator ornament all look as authentic as can be achieved in 1/43 scale. Solido furnishes these delicate hood ornaments in a little paper envelope to prevent breakage in transit so when you install them add a bit of plastic cement so they won't drop out and get lost while handling the model later as replacements are almost impossible to obtain.

The hood is removable and inside you find that huge Duesenberg engine all chromed. A little paint and a tiny "O" or "OO" brush can add custom detail to make it even more realistic. Incidentally this engine is one of the most detailed we've seen on a 1/43 scaled model. The doors open from the front as most cars did before the safety experts decided they were safer opening from the rear even if making for more difficult entry. Seats inside are nicely done, rear seat has an arm rest in the middle. Solido omitted their usual dash board detail on this model but the hand brake and gear shift are there, as is the steering wheel of course. Six nicely chromed wheels with the first good white sidewalls we've seen on a 1/43 scale car and, a first, beautiful chrome tread covers on the fender mounted spares. The car is painted a soft grey with black from the window line up and black fenders. One of our friends, a "super-detail" buff added a touch of red paint to each wheel hub of his model and it adds greatly to the appearance.

Several collectors have written us about the lack of taillights on this model. Solido has seldom included taillights on their Golden Age models yet strangely this omission has rarely been criticized before. We agree, however, that with all the other details Solido includes they shouldn't ignore the taillights and we have written the factory to this effect. In spite of this oversight it's a great model and rates five stars in our book.

Ziss/RW of West Germany has just released three

unusual models. First and foremost is the B.M.W. 1927 "Dixi," a German-built version the old Austin "Chummy." This little cutie is white with bright blue fenders, red folding seats, chrome wire wheels, brass radiator and headlights with typical European blue lenses and blue tinted windshield. The dashboard is brass with absolutely no detail but otherwise we think this compact convertible will be quite popular with collectors of this era.

Ziss also gives us—Halleluja—a vintage Chevrolet, and about time! Practically everyone has made a Model "T" but old Chevys have been pretty much ignored until now. Ziss chose the ill-starred 1918 V-8 touring car. (Did you think Ford was first with a V-8?) The model is red with grey top and black fenders. Another new one from Ziss is the 1913 Audi Alpensieger, a rakish yellow three-door touring car with a strange sharp-pointed boat tail.

Lots of "goodies" for the antique and classic car fans this month! Dugu has released the 1924 Fiat "509" in both a two-door sedan (Dugu #14) and a top-down touring version (Dugu #15) While Dugus resemble Rios, they can't quite match Rio's quality and workmanship. This one is fairly well done however and adds to the small selection available of cars of the "Twenties." Headlight lens detail isn't the best and the license plate looks huge but maybe they were that big in Italy back in 1924.

Jumping into the "60s" we have three prototype cars from Solido. The Mangusta de Tomaso, a big improvement over Corgi's earlier release, has two side opening rear engine access doors that are hinged in the center to reveal a chromed engine and spare tire, and the wheels are probably the best mags seen on a 1/43 scale model. There are wide tires on the car and the doors open. The seats have headrests and there is a steering wheel (but no other interior detail). The front end is neatly done with good headlight fairing. Beautiful and different metallic colors on the Magusta (as well as the Solido Ford Mark IV) are sure to please, and its engine compartment is loaded with detail including twin pipes and headers that are hinged to raise up for maintenance. The doors don't open on the Mark IV but you can see good detail inside, including wrap-around airplane cockpit-type dash and there is a big windshield wiper and two racing mirrors. Finally, and also from Solido, the Alpine 3L Renault. Our sample came in blue with decals all over it, plus a sheet of more decals, stripes and numbers if you want to add them. Doors and engine cover open and it has a detailed engine, good headlight fairing and interior buckets. Different!

*Continued on Page 64*

September 1969/25





*One of the best American Red-type tracks in So. Calif. is located at Monaco Miniature Raceways in Buena Park. This track has a perfectly flat straightaway, no bumps anywhere, a smooth surface and super battery power.*

# BEAT STEUBE? HOW?

By Gene Husting

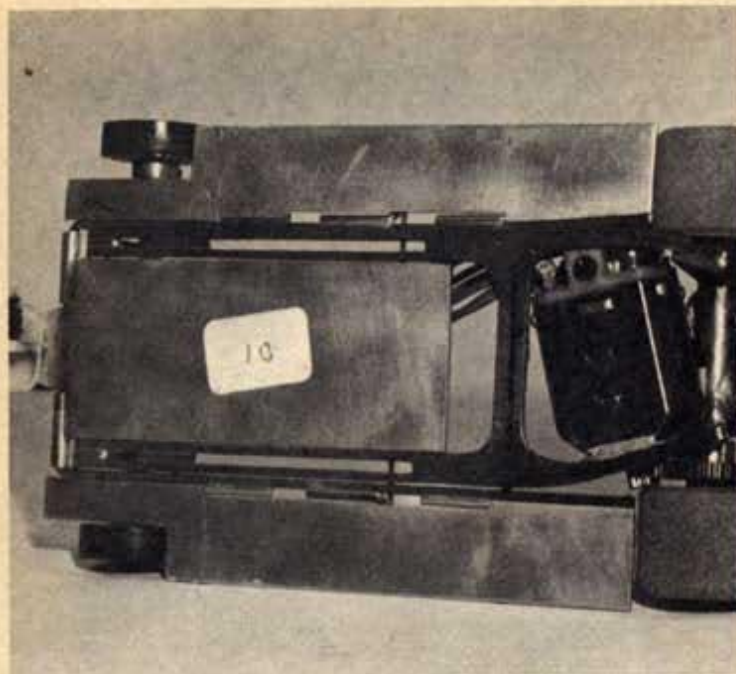
## THE 5TH MCS/USRA ROAD RACE

How Do You Beat Mike Steube? One heck of a good question! But I think we've found the answer. At least it's the answer for the majority of us. We just stuck him in a class by himself. Now that wasn't too hard was it? But just to keep him honest we stuck 10 other guys in the same class with Mike and called it the Pro class. These are the 24 hour a day slot racers for the most part, plus a few who have exceptional driving talent. This way there are only 10 guys who have to beat their heads on a brick wall trying to figure out how to beat Mike. The next group of about 30 drivers we put into a Semi-Pro class. These drivers are a notch below the pro's for various reasons—such as a dead trigger finger, as is my case, or maybe not the latest up to the minute equipment, practice time, adaptability to various tracks, etc. The same general problems which the majority of slot racers have. But never the less the competition is just as close in the semi-pro class because we're all turning just about the same lap times which makes for some exciting racing. And then we have the third and largest class, the Amateur class, the newcomers who have their own equal competition and in time can move up to the semi-pro class.



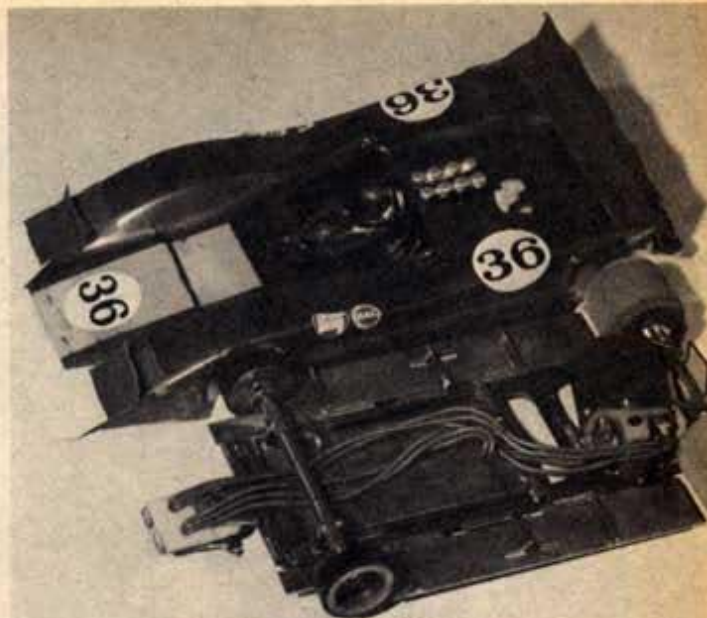
*An important part of any well organized race is the Tech Inspection, which keeps all competitors equal. Pete Zimmerman does a fair and impartial inspection with very little thanks given by the racers.*





Another masterpiece from the Steube stable. This beauty was good enough to set fast time and win the main. Mike made the chassis out of .042 spring steel. With much patience and a few Dremel cutting discs Mike ended up with a one-piece chassis. Mike used R.V.M. tires and wheels on the front and the new fantastic Checkpoint Associated grey tires on the rear. These tires give better traction than any blues or oranges you've ever had. And the fastest car on the track was powered by a Bill Steube, Sr. Mura type motor but with the Champion DZ magnets which give quicker acceleration and much better brakes.

Apparently we should have started this three class system earlier because at this race we had the next to the largest turnout we've ever had. I guess it just goes to prove that racing really can be fun, as long as you've got a chance. Our race was held at Monaco Miniature Raceway, 6321 Manchester Blvd., Buena Park, California. They've got a really beautiful American Red type track that has no dips or bumps in the straightaway. The surface is fairly smooth and gigantic batteries take care of any power problem. It's one of the few tracks we've run on that the guys couldn't find some kind of fault with. And that's a fantastic recommendation for any track. The quickest amateur qualifier was Dave Kellen who turned a 5.49. The quickest semi-pro was Richard Strausburger who turned a great 5.34. This lasted for quite a while until Steve Bogut, the newest member of the Checkpoint Team, turned a 5.24. John Cukras then tied Steve's time with a 5.24 but John had a better backup time, a 5.25. This lasted until (who else?) Mike Steube qualified. Mike turned an unreal 5.16 and to prove it was no fluke he backed it up with another 5.16.



#### L.A. CHAMPIONSHIP POINT STANDINGS

Place	Name	Points
1	MIKE STEUBE	50
2	JOHN ANDERSON	30
3	STEVE BOGUT	16
3	PHIL RUBIN	16
4	JOHN CUKRAS	15
5	BRUCE ERICKSON	13
5	MIKE MORRISSEY	13
6	TERRY SCHMID	12
7	DOUG HENLINE	8
8	LEE GILBERT	6
8	MATT AZZARA	6
9	DAVE GRANT	1

#### CONCOURS POINTS

1	LEE GILBERT	8
2	FRED KUNZE	4
3	MIKE KONDOR	3
3	RICHARD STRAASBURG	3
3	RON FIRESTONE	3
4	BERNIE ERTRACHTER	2
4	MATT AZZARA	2
4	STEVE VORHAUS	2

#### CONTRIBUTORS

ASSOCIATED  
DYNAMIC  
RIGGEN  
JOHN THORP

#### PRO SEMI-MAIN

Place	Name	Time	Laps
1	MIKE MORRISSEY	5.36	198
2	BRUCE ERICKSON	5.43	197
3	TERRY SCHMIDT	5.46	195
4	LEE GILBERT	5.38	193
5	LYNN STOKEY	5.40	189
6	DAVE GRANT	5.39	174
7	RAND KOZAKI	5.36	158
8	PHIL RUBIN	5.36	89

#### SEMI-PRO MAIN

1	LYNN STOKEY	5.40	241
2	RAND KOZAKI	5.36	237
3	STEVE ANDERSON	5.62	235
4	JIM KIRBY	5.46	234
5	ROB SPEIGHT	5.50	233
6	EARL CAMPBELL	5.41	190
7	BERNIE ERTRACHTER	5.48	54
8	RICHARD STRAUSBURGER	5.34	6

#### SEMI-PRO SEMI-MAIN

1	BERNIE ERTRACHTER	5.48	116
2	ROB SPEIGHT	5.50	116
3	JIM KIRBY	5.46	116
4	STEVE ANDERSON	5.62	116
5	GENE HUSTING	5.43	116
6	TOM HANSON	5.48	108
7	BRIAN ATHERTON	5.42	101
8	KEN KESSIE	5.48	91

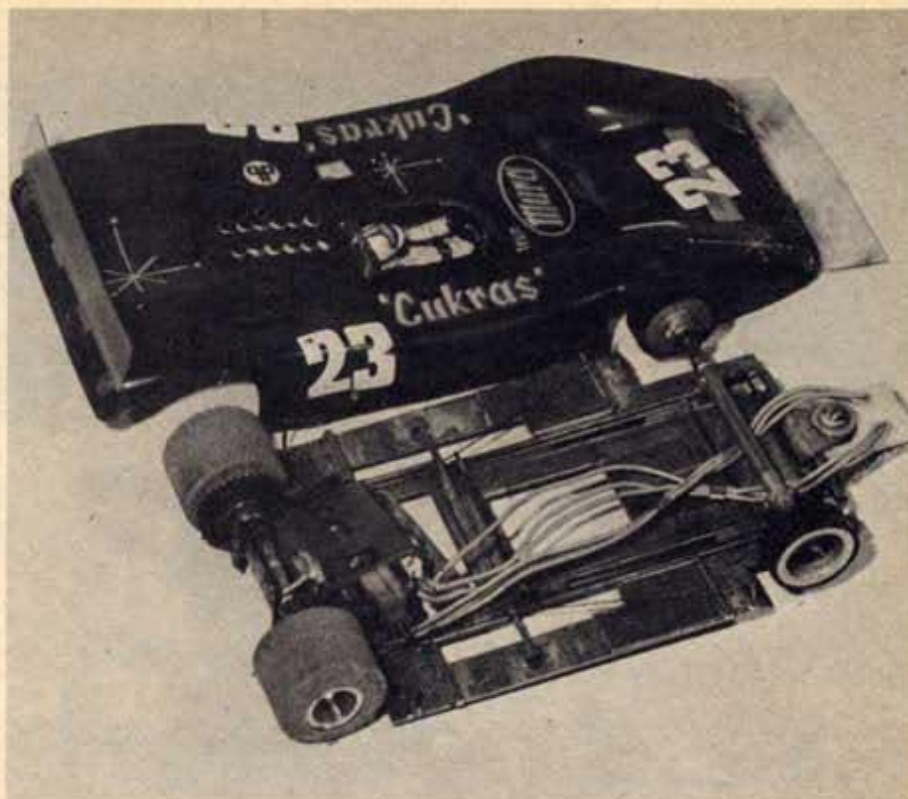
#### AMATEUR MAIN

1	JOHN STEPHEN	5.53	201
2	DAVE KELLEN	5.49	187
3	CHRIS BERLEW	5.67	180
4	ZANE	5.89	178
5	BILL VANDERZIEL	5.63	176
6	SCOTT McLAUGHLIN	---	174
7	KEITH HOFFMAN	---	163
8	HERB WADE	5.55	148



John Stephan must have really wanted that amateur main win pretty bad. Except for the start, where Herb Wade gave him some brief competition, John had things all his own way, with as much as a 15 lap lead at one point with Dave Kellen taking second place by seven laps over Chris Berlew. A good example of the close racing took place in the semi-pro, semi-main. The first five cars all finished with the same amount of laps with the position of the cars on the track deciding the places! Naturally I was in fifth place, just one foot behind fourth place and a move-up spot to the main! That hurts! Bernie Ertrachter had moved from sixth place half way thru the race to take first place by a few feet over Rob Speight. Fantastic racing! The semi-pro main was won by one of our younger racers, Lynn Stokey, who, if he keeps up this pace (and he's very capable of doing just that) will find himself in the pro class. Rand Kozaki, who really likes these red tracks, took second with Steve Anderson third. Jim Kirby took fourth. Jim was one of the Russkit super pros about three years ago and has just returned to slot racing. Watch this guy, he's going to be great—again.

Due to the large turnout, the pro main didn't get started until early morning but the track was still packed with everyone wanting to see it, and no one was disappointed. Mike Steube started on the red lane, which is the slowest lane on this track, but at the end of the first heat he was tied for first with John Cukras, who finished in second place. From here on it was all Mike Steube as he won the race,



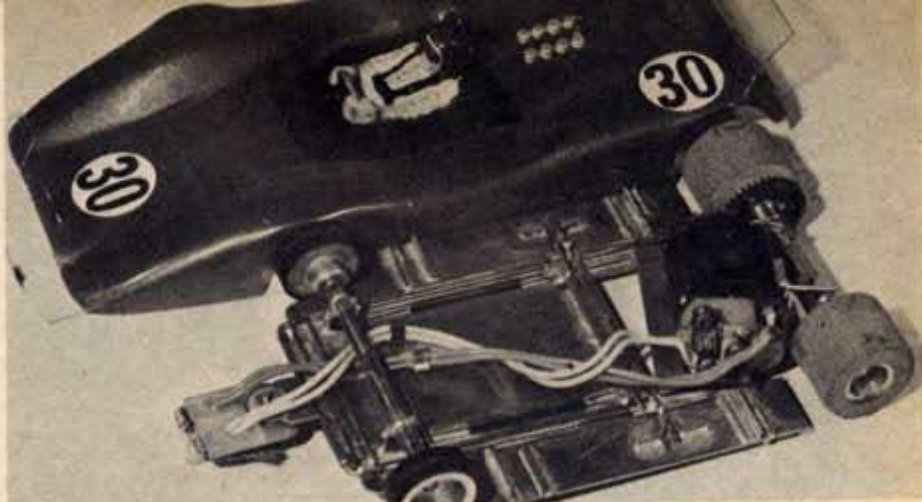
*The best handling car on the track was built by Pete Von Ahrens for John Cukras. One reason the car had an advantage in handling was that John was using a prototype of the new Mura low profile motor which greatly aids in the cars handling. They apparently didn't have all the bugs worked out yet as John and his team-mate Terry Schmid did not have as much power as they normally do.*

	TEAM	E.T.	LAPS	BODY TYPE	MOTOR	REWIND TURNS		
						#WIRE	MAGNETS	CHASSIS
MIKE STEUBE	CHECKPOINT	5.16	411	PHAZE III McLAREN	STEUBE	D27	ARCO DZ	STEUBE
JOHN CUKRAS	MURA	5.24	405	BLOOM DYNAMIC FERRARI	MURA	-24	MURA	P.V.A.
JOHN ANDERSON	ZIMMERMAN	5.29	401	KIRBY LOLA T160	ZIMMERMAN	-24	MURA	GILBERT
MIKE MORRISSEY	IND.	5.36	395	KIRBY DYNAMIC LOLA T160	LENZ	D27-28	ARCO DZ	MORRISSEY
BRUCE ERICKSON	ZIMMERMAN	5.43	392	KIRBY DYNAMIC LOLA T160	ZIMMERMAN	-24	MURA	GILBERT
STEVE BOGUT	CHECKPOINT	5.24	390	MINI-WHEELS McLAREN	STEUBE	-24	ARCO DZ	GILBERT
TERRY SCHMID	MURA	5.46	375	DYNAMIC LOLA	MURA	D27-28	MURA	SCHMID
LEE GILBERT	GILBERT	5.38	375	PHAZE III McLAREN	ZIMMERMAN	-24	ARCO DZ	GILBERT

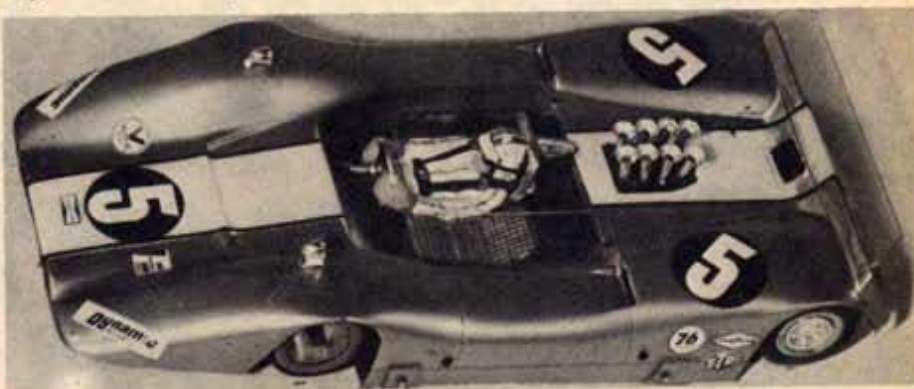


increasing his lead in every heat. I don't think there was any doubt but that Mike had the fastest car in the straightaways, but John Cukras had the quickest car in the doughnut. John was using a Pete Von Ahrens chassis and one of the new Mura prototype low profile motors. The combination made for a great handling car but John could have used some more power. Terry Schmid had one of the Mura low profile motors and he and Lee Gilbert had the slowest cars on the track. Maybe by the time Mura gets in production on these motors they'll have some stronger magnets. John Anderson had some strong power from his Pete Zimmerman motor, helping him to take third place. Bruce Erickson had an equally fast car with the power coming from a motor that Dave Grant had built and had used as a practice motor, and it was a rocket. Mike Morrissey drove a good race to take fourth place but didn't have quite the right combination for this track. This win gave Mike Steube an almost insurmountable lead toward the 1969 L.A. Championship Driver points standings, with John Anderson an equally strong hold on second. Mike Steube, at the moment, is in a class by himself. As a matter of fact, Mike, you better start to cool it. There's a rumor going around about starting a new fourth class. A "Mike Steube" class with a total membership of one!

*Concours winning honors went to this beautiful Lola belonging to Richard Straasburger. Besides having the most beautiful car in the race, Richard was also the fastest qualifier in the semi-pro class. Quite an accomplishment.*

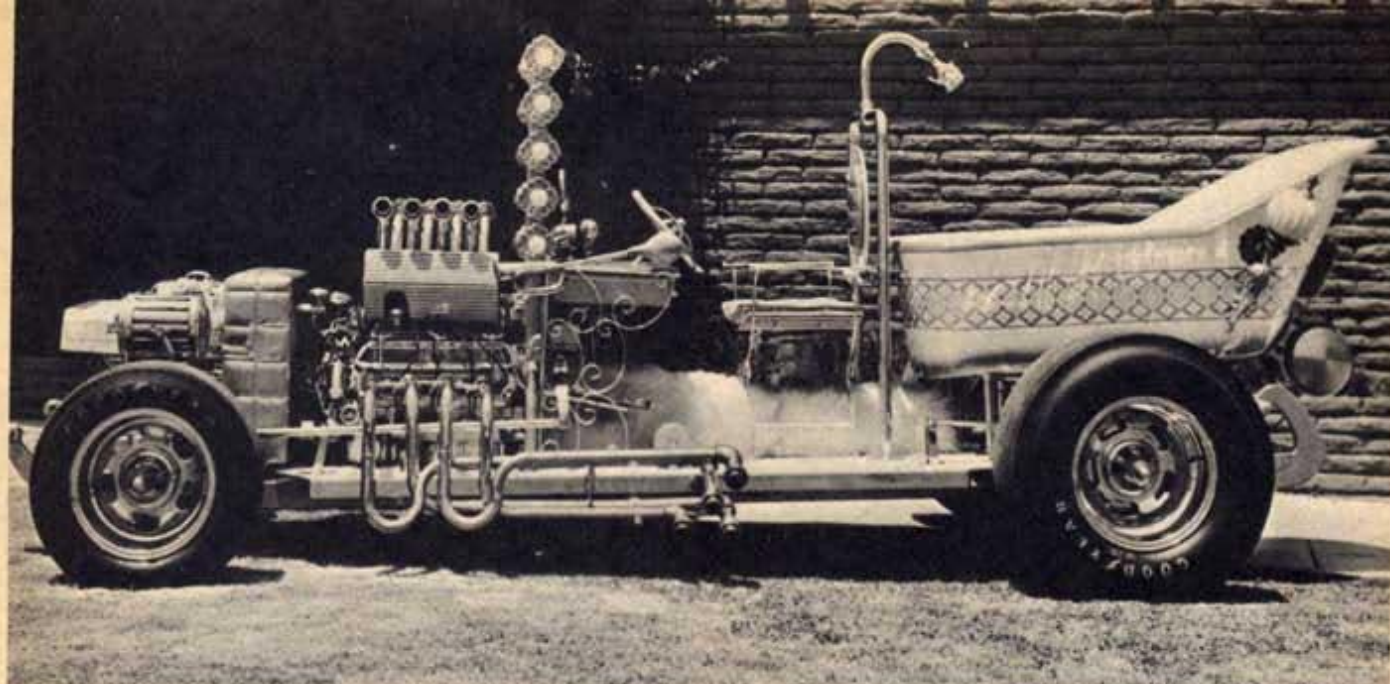


*John Anderson's third place car was built by another equally famous chassis builder, Lee Gilbert. Lee uses the Simco Jet Flag on all his chassis as just about everyone does now. John's super power came from a Pete Zimmerman prepared rocket. Pete used a pair of experimental Mura Indiana General magnets for super power and Dynamic blue tires for bite.*



FRONT WHEELS	FRONT TIRES	REAR WHEELS	REAR TIRES	TIRE GOOP	GEARS & GEAR RATIO	CONTROLLER	PICKUP
R.V.M.	PIT STOP	ASSOCIATED	STEUBE ASSOCIATED GREY	DART	COBRA 7-34	PARMA	SIMCO
REHCO	REHCO	DYNAMIC	DYNAMIC	MARTEX	REHCO 7-34	PARMA	SIMCO
REHCO	REHCO	DYNAMIC	DYNAMIC	ZIMMERMAN	COX 7-36	PARMA	SIMCO
ASSOCIATED	ASSOCIATED	ASSOCIATED	ASSOCIATED	DART	COBRA 7-35	PARMA	SIMCO
DYNAMIC	DYNAMIC	DYNAMIC	DYNAMIC	MOO-3	COX 7-35	RUSSKIT	SIMCO
R.V.M.	R.V.M.	ASSOCIATED	STEUBE ASSOCIATED GREY	DART	COX 7-34	BILCO	SIMCO
ASSOCIATED	ASSOCIATED	ASSOCIATED	ASSOCIATED	MURA	COX 7-32	PARMA	SIMCO
REHCO	REHCO	DYNAMIC	DYNAMIC	DART	COX 7-34	PARMA	SIMCO





# BRIGHTWORK FOR THE "BATHTUB BUGGY"

HERE'S HOW TO MAKE PLASTIC LOOK  
LIKE METAL, USING MONOGRAM'S  
GREAT NEW FUN ROD FOR  
THE EXPERIMENT.

George Barris lives! If you thought that the rodding world had lost track of the past genius of customs, take a look at one of his current creations—the "Bathtub Buggy." If others can put jails, or simulated airplanes, or whatever, old George can one-up them with ease—a rolling bathroom, of course. Sure, it's in Mid-Victorian decor, and about 90% brass, like the very best in plumbing.

Barris is a clever guy. Given a design theme, he carries it through with a vengeance. A porcelain sink leads off this custom carriage, with the radiator shrouded in a padded laundry hamper. The engine intake and exhaust plumbing is just that—plumbing. The windscreen is a see-through vanity mirror with dozens of bare bulbs, like the best of Hollywood's makeup mirrors. A vanity table serves as the dashboard, with the rearview mirror disguised as a decorative bottle. The driver sits on a brass-legged vanity chair with a most decorative toilet seat backrest and toilet paper dispensers for footrests. More brass-plated plumbing supports the backrest and does double duty in feeding the shower head over the porcelain bathtub. Brass-plated wrought-iron-style steps give access to the edge of the tub without the bather's feet becoming engaged in the car's rear spring leaves. A fantastic fantasy? Yes, but Barris built it and it's on the show circuit right now.

Monogram's 1/24 scale miniature of Barris' bathroom has all the Victorian charm of the real car. The kit includes nearly all brass-plated parts in place of the more common chrome. The stock kit takes on a very metallic look as is. Its ultra-bright character makes it an excellent place to try your hand at some of the different metal and pearl finishes that can place this, or any other model, apart from the

usual stock kit. Both the Rub 'n Buff metal finishing paste and the Hazel Pearson brand pearl enamel are items found in the larger craft supply shops with those myriad female handicraft items. Both impart unique finishes seldom found on a model car. Follow the application tips in the photos and try them on *your* next contest show car miniature.



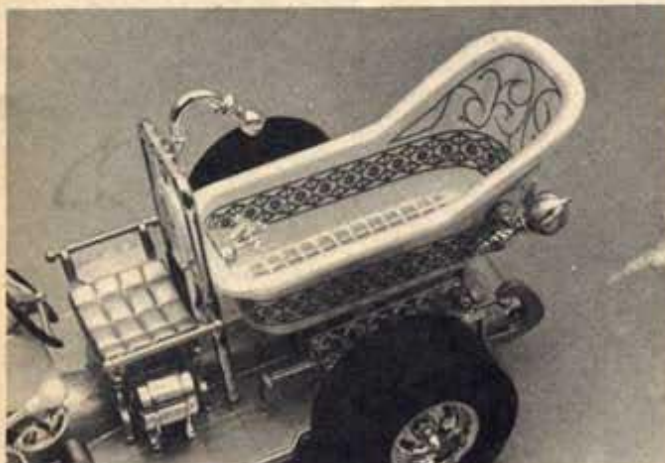
With the exception of the simulated tile floor and a few incidental chassis parts, much of the Monogram "Bathtub Buggy" is brass-plated.



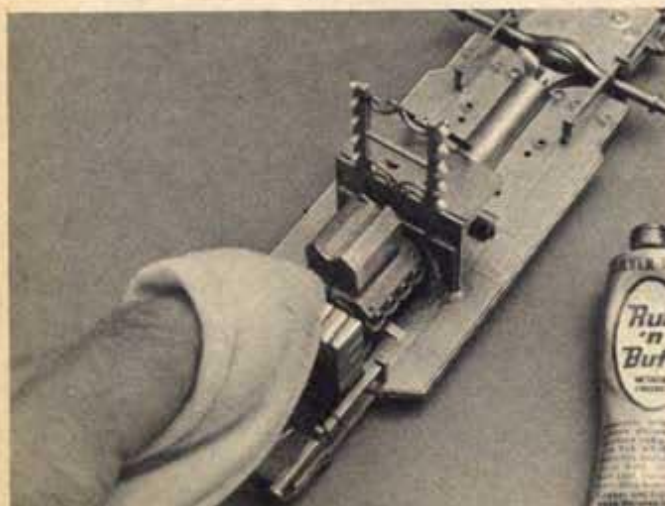
◊ We just had to show a photo of the real "Bathtub Buggy" so you'd know it does exist. Look for it at the big national custom and rod shows.



Finishing materials for this bright-n-shiny show rod include silver and gold Rub 'n Buff metalizing paste and special Hazel Pearson brand pearl enamel.



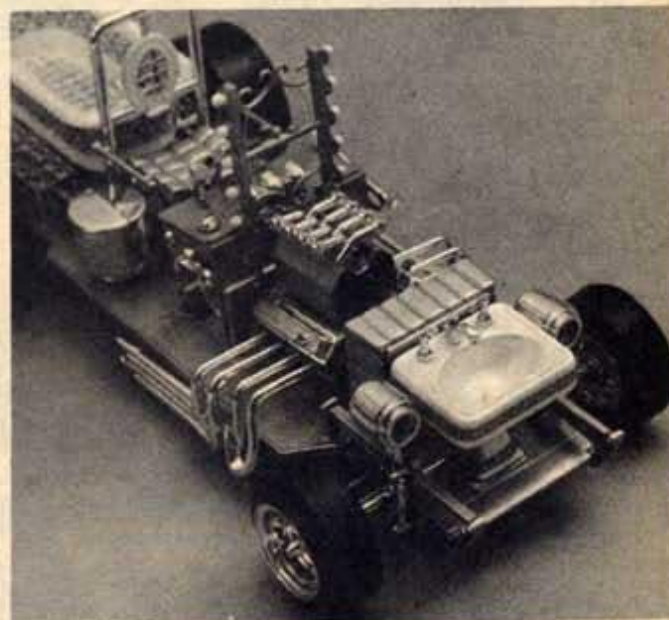
The photos really don't do justice to the three-dimensional depth the pearl finish imparts to the bathtub and sink on the Bathtub Buggy. Red filigree decals contrast effectively with pearl. These same decals and pearl finish would make a show-stopping interior on any rod.



Rub 'n Buff is a paste containing an extremely fine metal dust and a carrier to deposit the material on the surface and hold it there. Radiator was sprayed gold, then highlighted with silver.

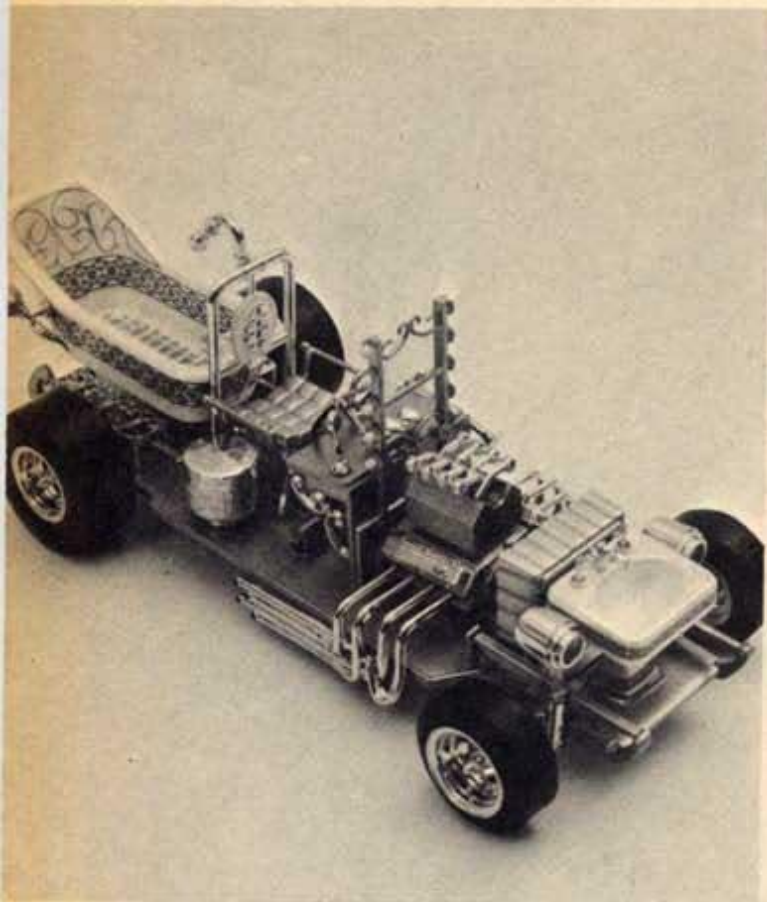


The pearl enamel (and the Rub 'n Buff) can be obtained in a craft supply store. Pearl can be brushed right onto white plastic bathtub and sink. Use two coats.



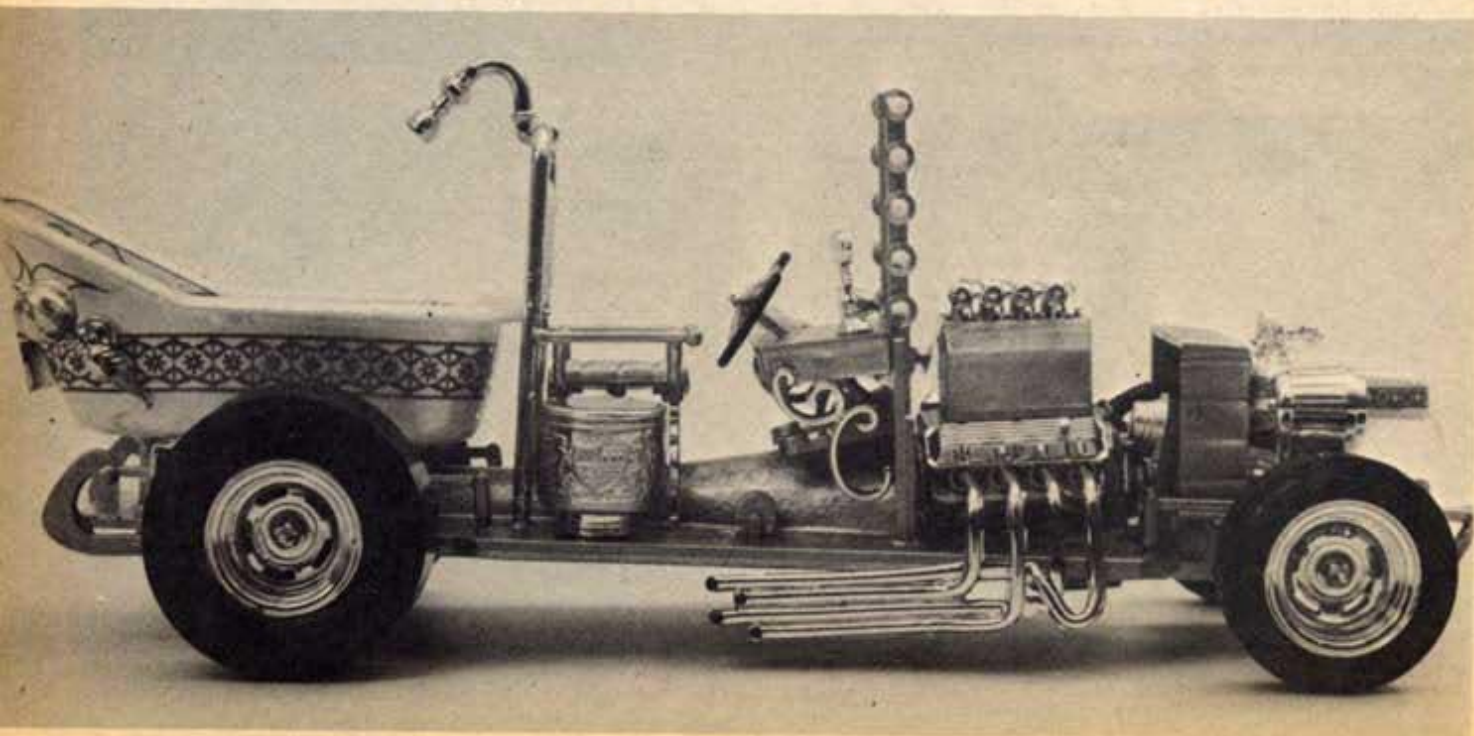
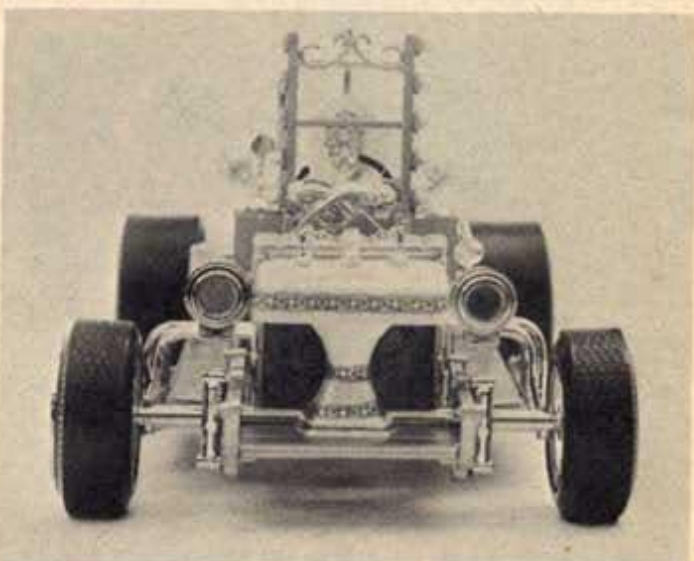
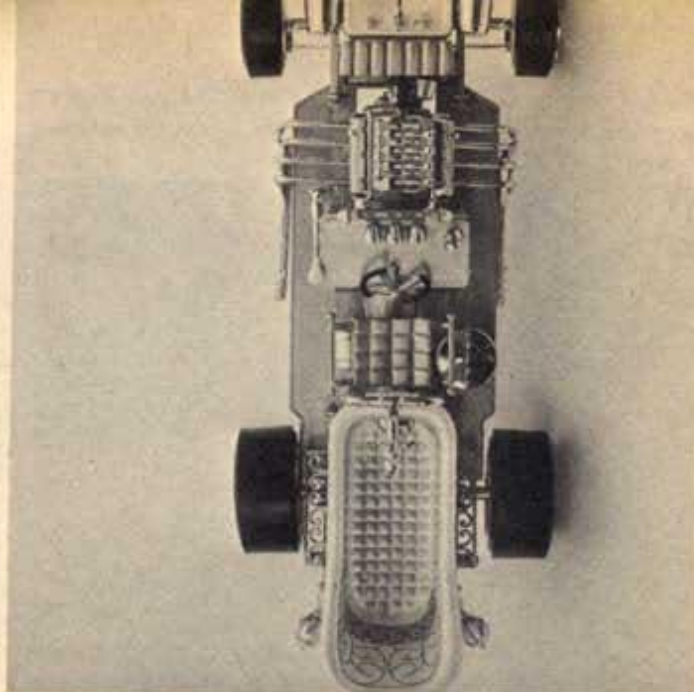
Raised crest and scrollwork on brass-plated waste basket were highlighted with silver Rub 'n Buff. Floor of pearl bathtub was coated with finish of gold Rub 'n Buff.





Pearl was brushed in a swirl pattern over floor of transmission tunnel and area behind 'tub to simulate gold mink plush carpeting with fine effect.

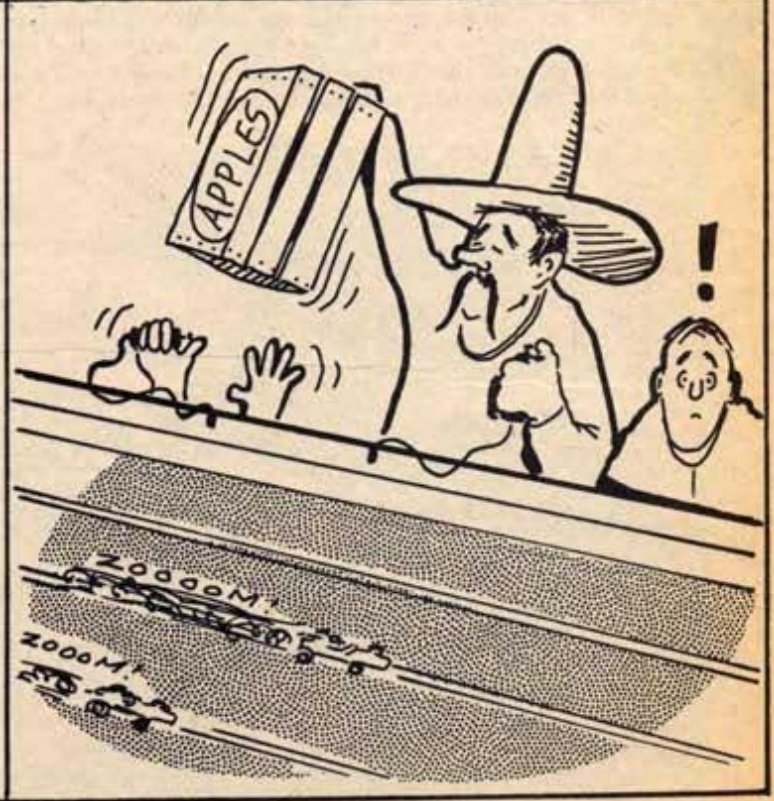
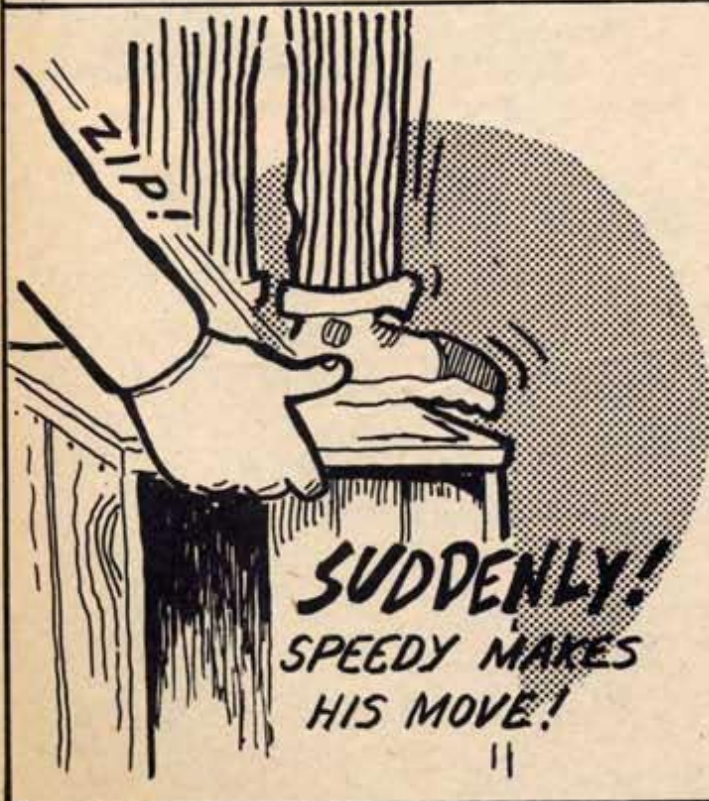
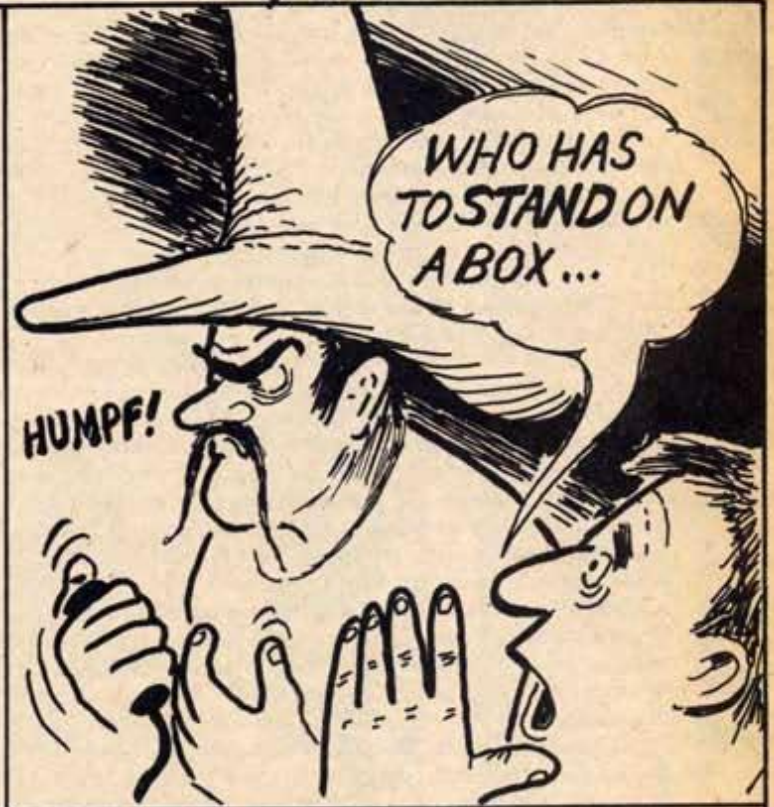
We'd guess some would call the Barris "Bathtub Buggy" a plumber's nightmare, but car is bound to collect trophies wherever it is shown. Your model could do likewise with the unique pearl and metallic finishing ideas shown.





# SPEEDY

by PUCKETT





# THE 1968 CAN-AM FERRARI 612

HERE'S THE FIRST IN A NEW SERIES—THE 612 FERRARI CAN-AM CAR, THE LARGEST-DISPLACEMENT FERRARI EVER BUILT.

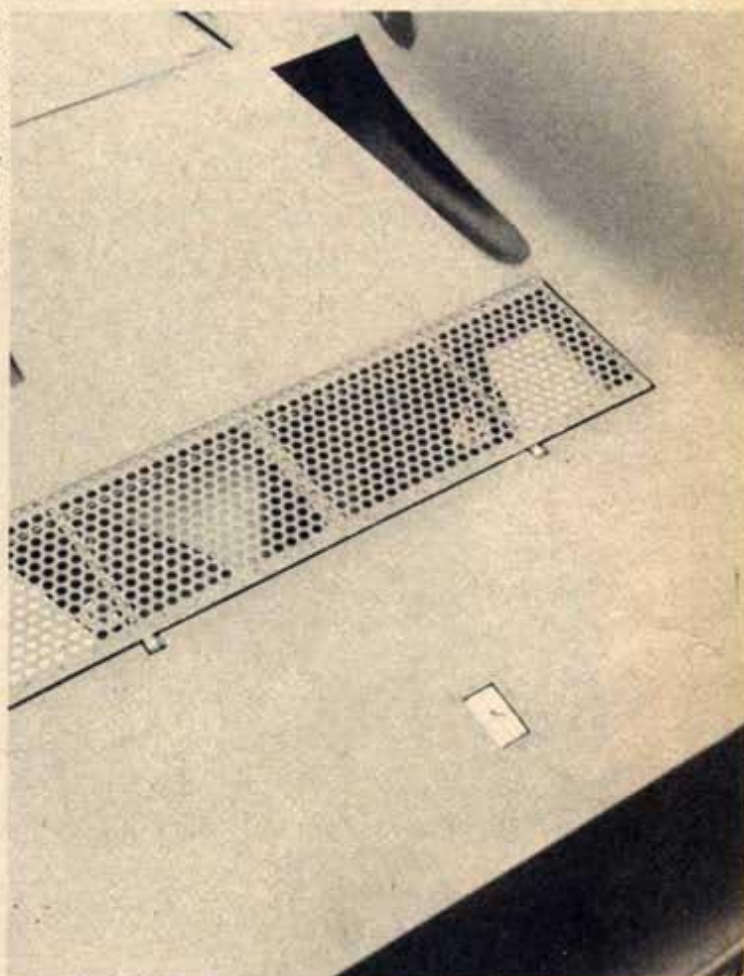
The 612 Can-Am is the largest-displacement Ferrari ever built, and by far the widest—nearly 7 feet across the rear fenders. It was reasonably competitive in practice for its only 1968 race, the final Can-Am at Las Vegas. It qualified ninth fastest among 37 cars but was out of the race on the very first lap; in a Turn 1 mix-up caused by several cars ahead of him, driver Chris Amon left the road and could not restart because of dirt in the throttle slides.

The designation 612 stands for 6-liter, 12-cylinder. The 60° double-overhead-camshaft V-12 is similar to the 1968 3-liter Formula One engine but has more than twice the displacement at 6222 cc and half again the power at 620 bhp. In addition, its exhaust pipes are positioned outside the vee, a change which has also given additional power to the 1969 versions of the 3-liter unit, the 312 F1 and the 312P for Group 6 racing.

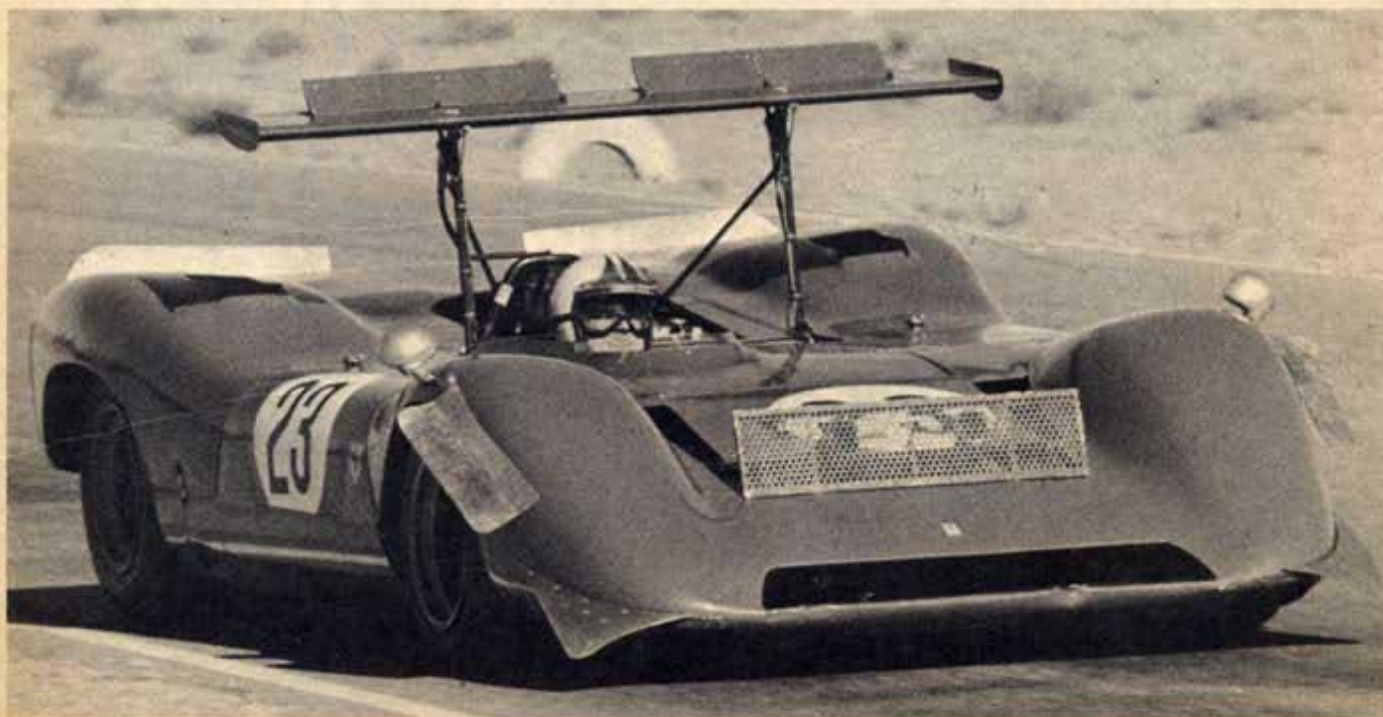
For 1969 the Ferrari Can-Am (redesignated, illogically, the 613) will run without the large wing used at Las Vegas and shown in the 4-view drawing. This fairly complex device, incorporating two small airbrakes working in conjunction with a larger brake flap on the nose, has been replaced by a simple tail spoiler during tests at Modena last spring. New nose and tail sections, based on information gathered in these tests, are being built for the 613. Ferrari made the decision to drop the wing before the CSI outlawed wings in all categories of international racing. The CSI ruling won't necessarily prevent anyone from using a wing in the SCCA-organized Can-Am series (McLaren, for instance, has been testing one on his 1969 M8), but it will discourage further wing studies in general.

At present, Ferrari intends to compete in six or eight of the 11 Can-Ams, but commitments in F1, F2, Group 6 and Mountain Championship events may cause some curtailment of the Can-Am program. As an example, the first two Can-Ams (Mosport and St. Jovite) clash with important Group 6 races at the Nurburgring and Le Mans. Amon will probably drive the 613 when not committed elsewhere.

Photos by Pete Coltrin



Nose detail on the 1968 Can-Am Ferrari 612.



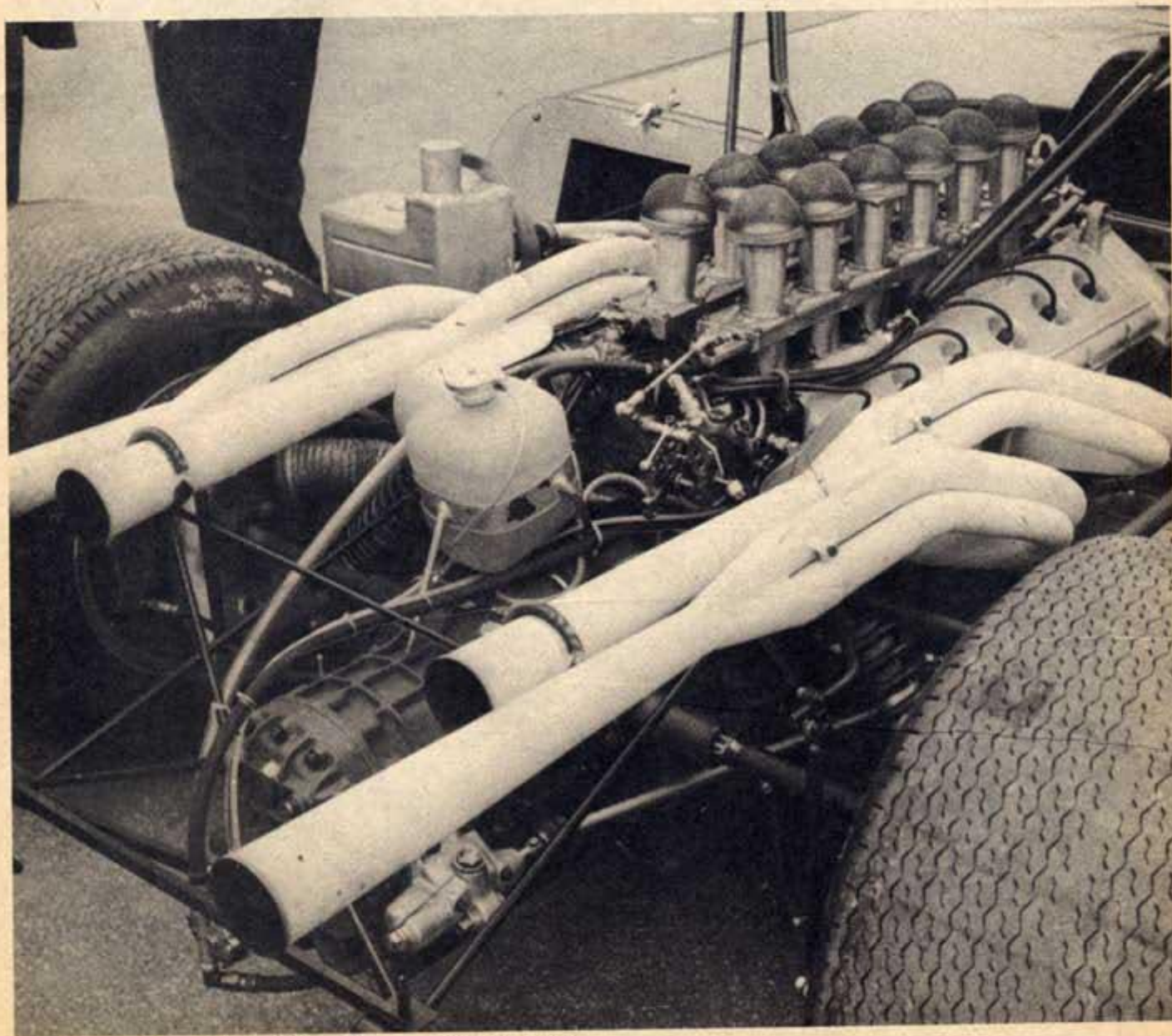
Chris Amon approaches the second turn at the 1968 Stardust Grand Prix in the Ferrari 612 Can-Am machine.

Photo by Bob Tronolone



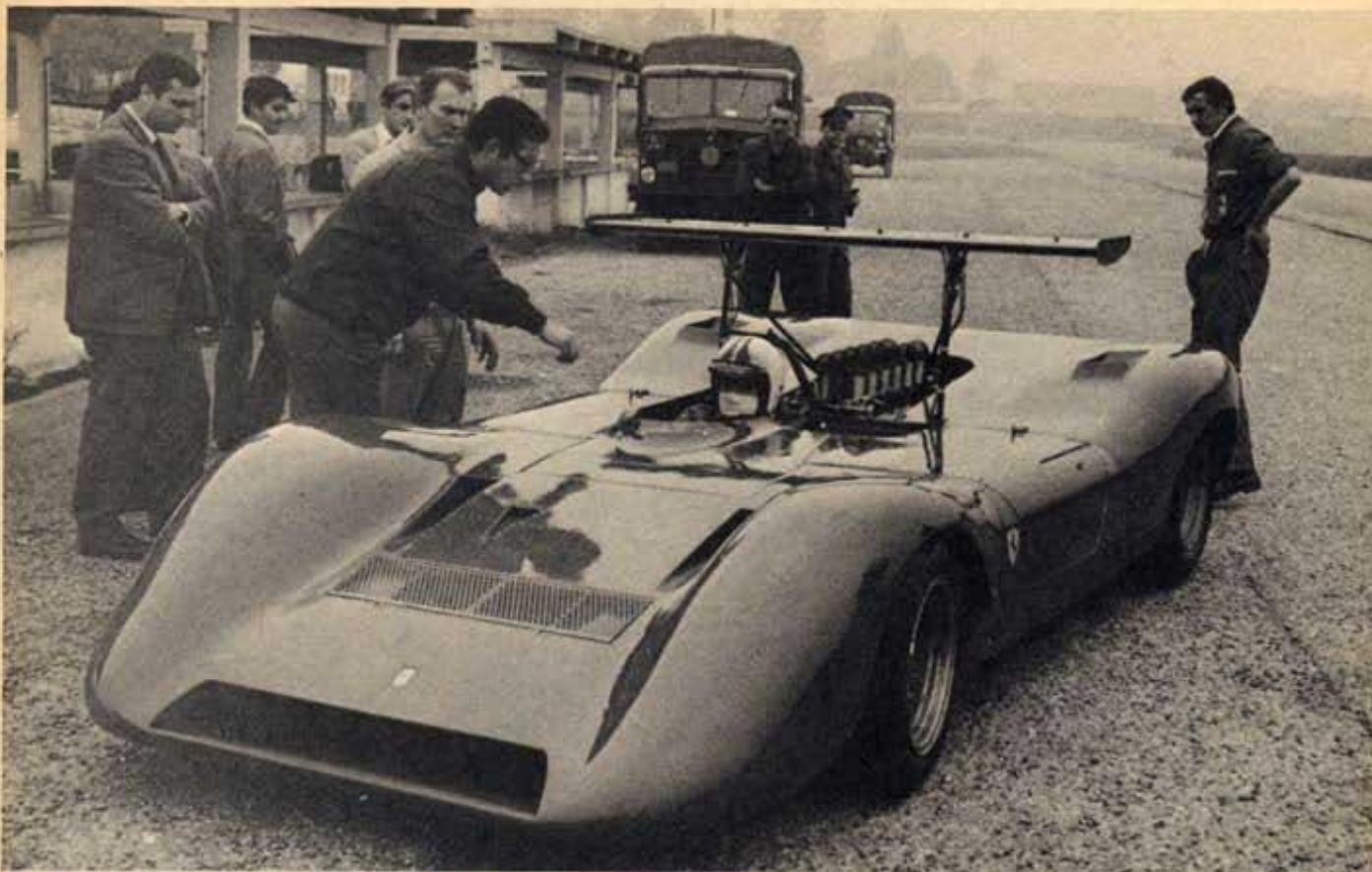


*The 1968 version sported a business-like wing which has been done away with on the 1969 model.*

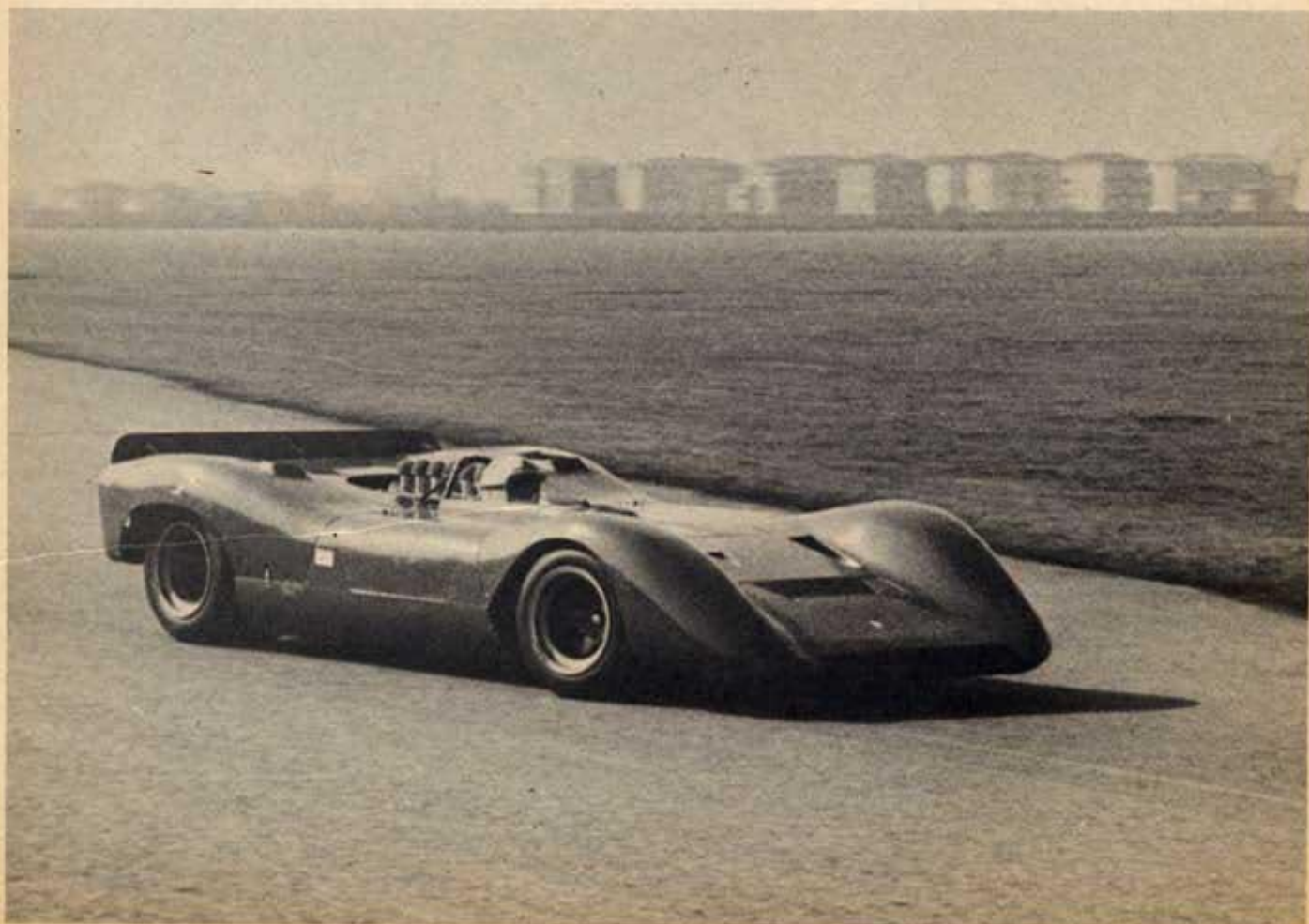


*The 6222 cc Ferrari V-12 dohc engine, as used in the 1968 version.*





*Amon, in the midst of a vast expanse of aluminum.*





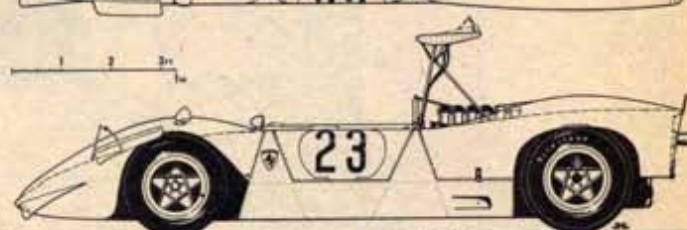
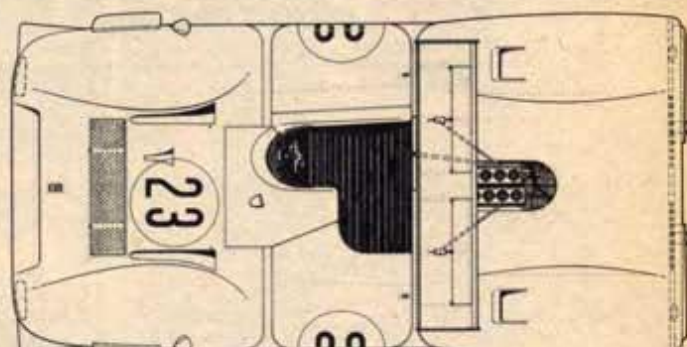
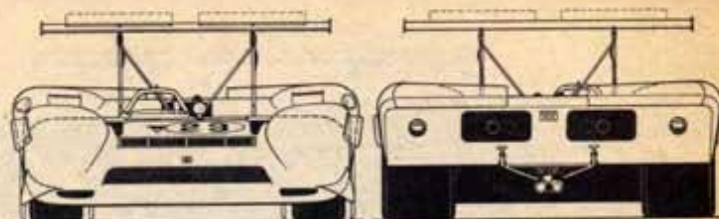
## SPECIFICATIONS

Engine ..... 60° V-12, dohc  
 Bore x stroke, mm ..... 92 x 78  
 Displacement, cc ..... 6222  
 Compression ratio ..... 10.5:1  
 Bhp @ rpm ..... 620 @ 7000  
 Carburetion ..... Lucas indirect injection  
 Ignition ..... single Marelli  
 Transmission ..... 4-speed in unit with differential  
 Brakes ..... Girling disc, outboard f/r  
 Wheels ..... Ferrari 15-in alloy, five spoke  
 Tires ..... Firestone, 6.00/13.50-15 front,  
 6.00-15.50-15 rear

Front suspension: independent by upper A-arms, single lower arms, coil springs with telescopic shock absorbers, anti-roll bar

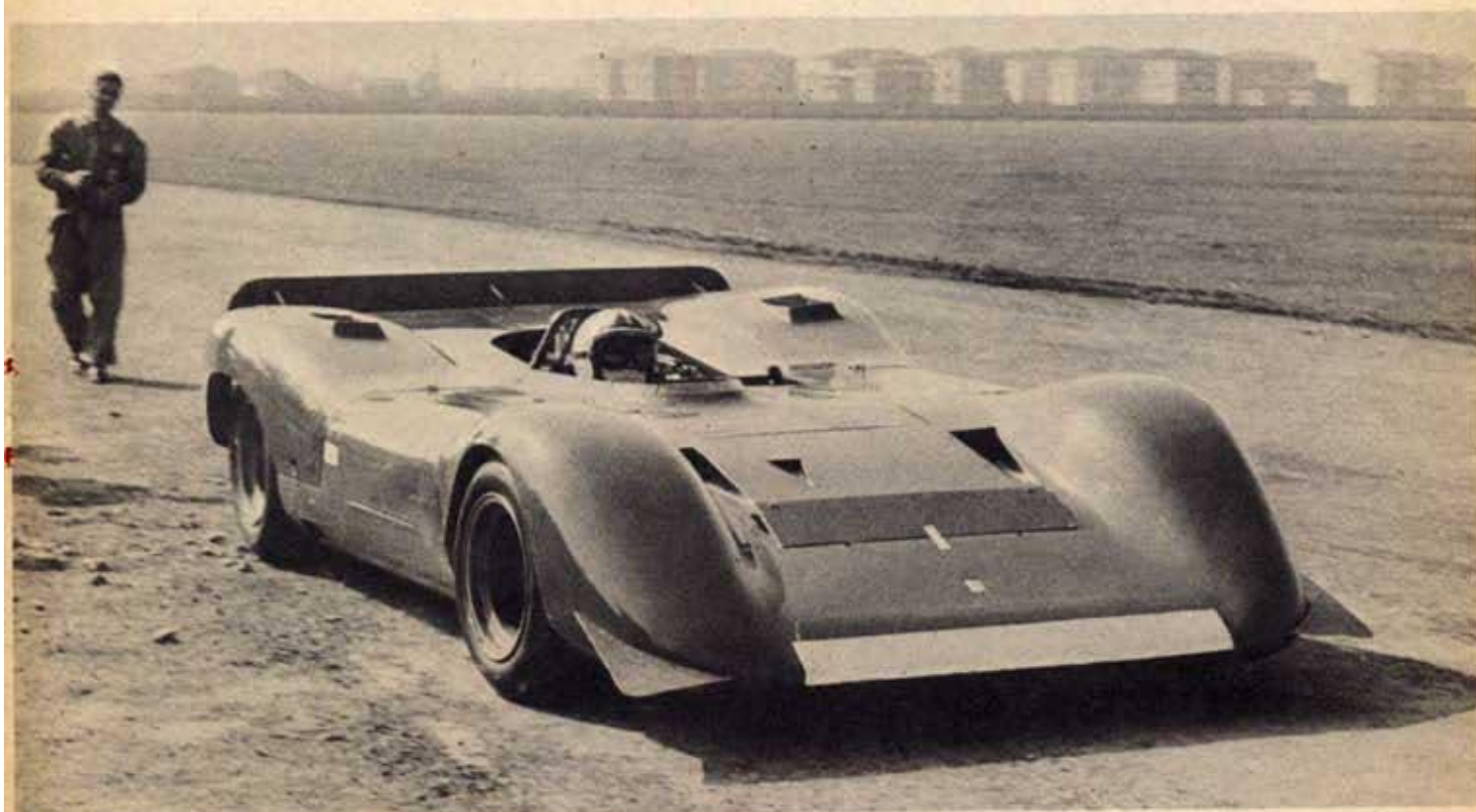
Rear suspension: independent by single upper arms, reversed lower A-arms, radius rods, coil springs with telescopic shock absorbers, anti-roll bar

Weight, lb ..... 1750  
 Wheelbase, in ..... 96.4  
 Track, front/rear ..... 63.1/62.6  
 Length ..... 163.4  
 Width ..... 82.6 (rear fenders); 84.0 (front tabs)  
 Height ..... 33.4 (rollbar); 48.4 (wing)



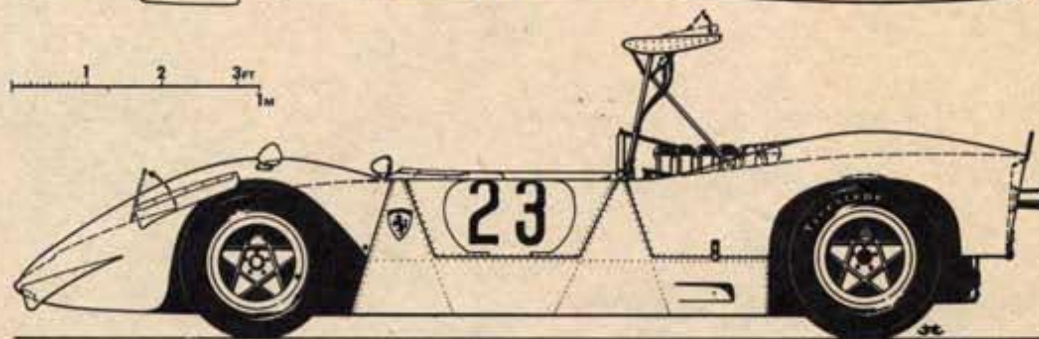
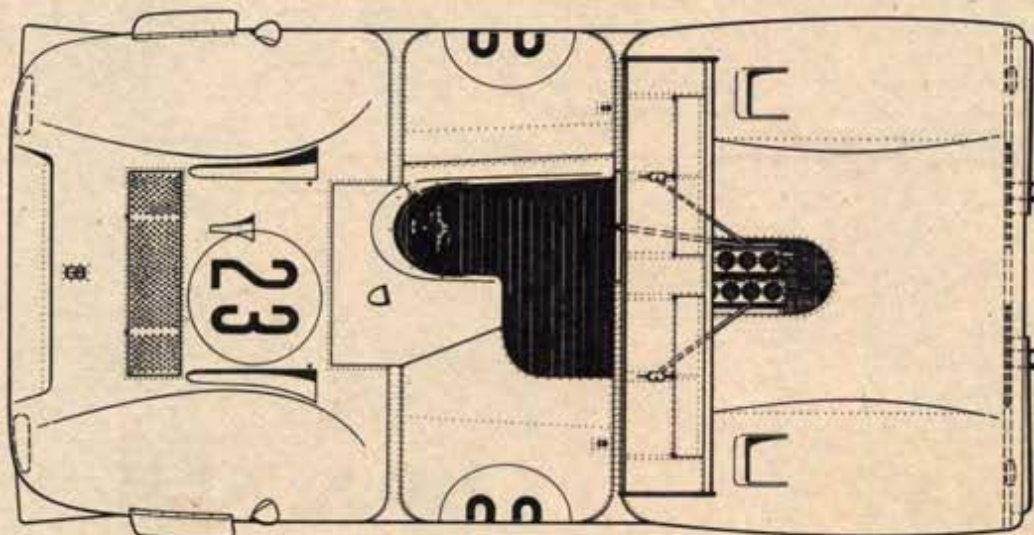
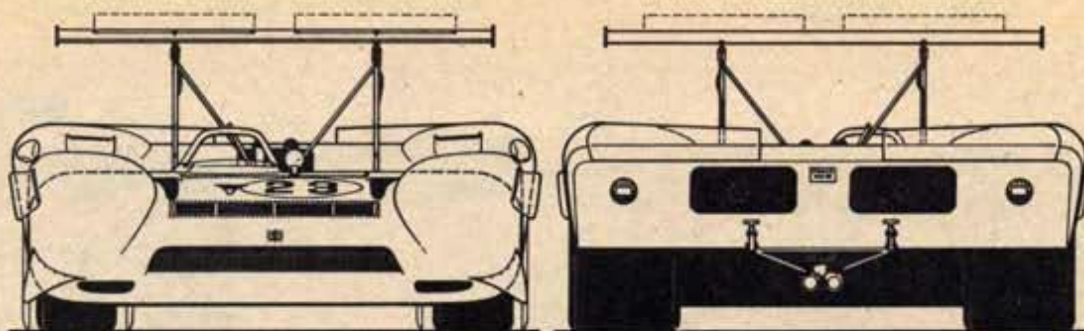
(SIZED TO FIT AN AURORA T-JET CHASSIS)

# HO SCALE



The 1969 Can-Am Ferrari, with Amon at the wheel, during tests at Modena, in March of 1969. Note that there is no wing. This is the interim 1969 car, designated the 613 (even though it has the same chassis as the 1968 model, chassis 0866). The final version of the 613 will have new nose and tail pieces designed by Ing. Caliri, Ferrari's aerodynamicist.



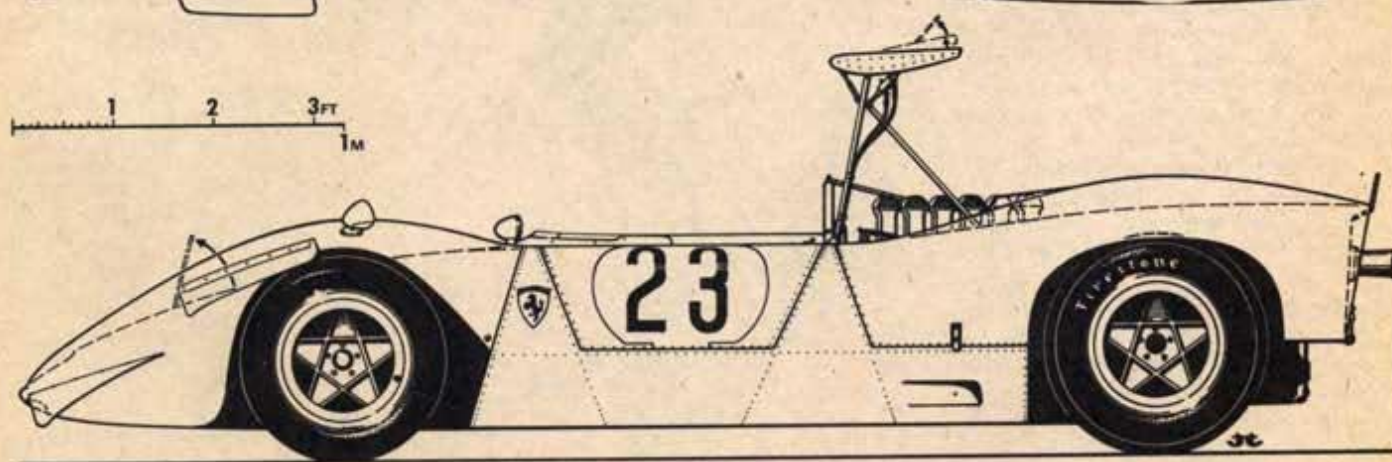
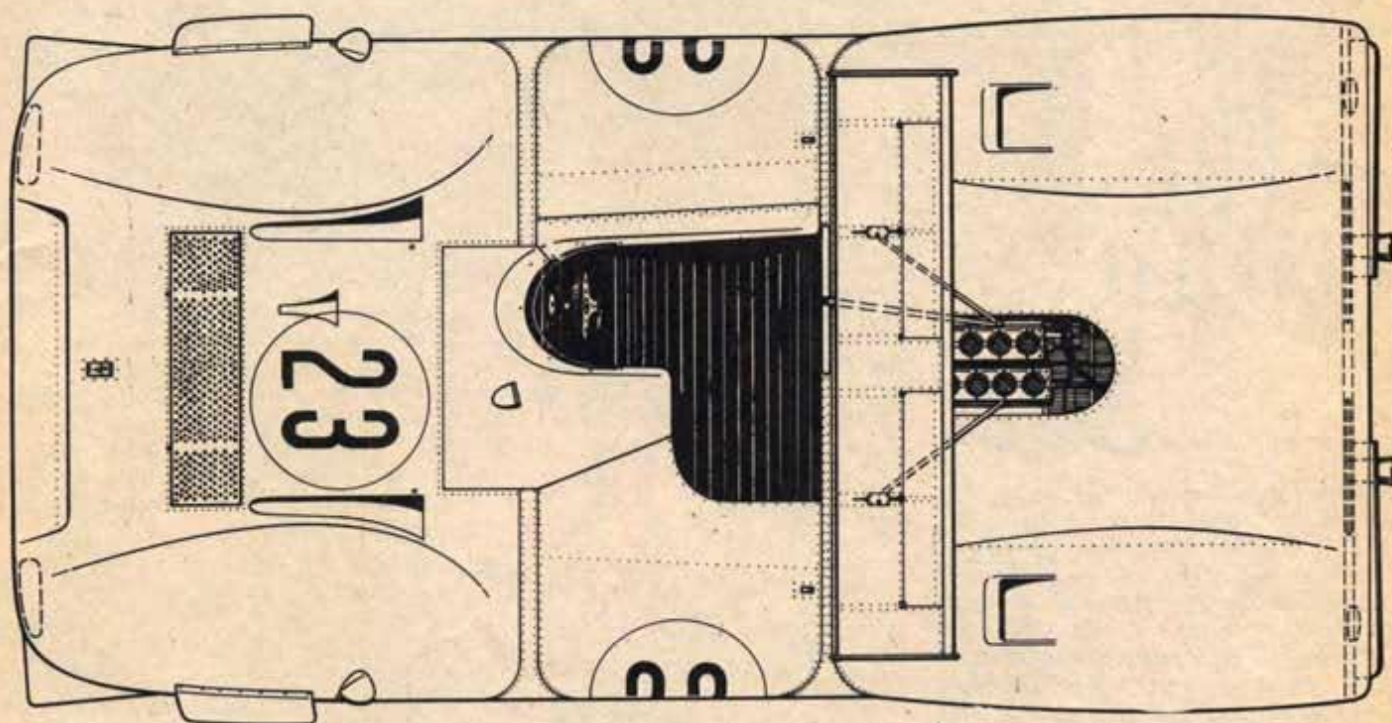
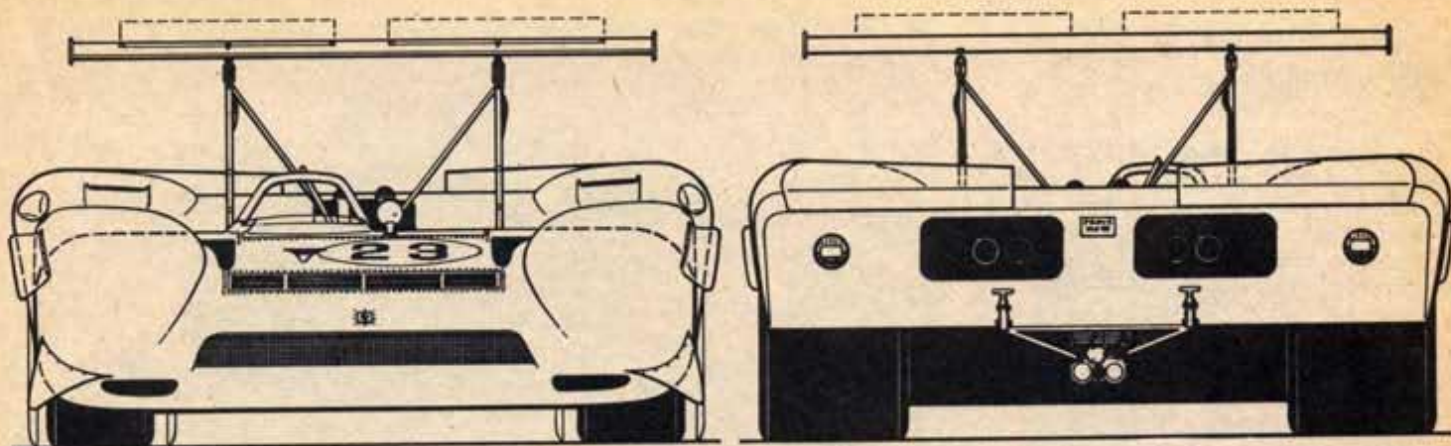


**1/32 SCALE**

38/Model Car Science

Drawings by Jonathan Thompson





**1/24 SCALE**



## BUILD OUR COVER CAR— IN 1/32 SCALE

Long time readers of MCS know that many of our staff and contributors are died-in-the-Nomex Ferrari fans and strong advocates of 1/32 scale home racing. You can bet that old bippy we did double-takes when we saw this model! Russkit's master body sculptor, Ron VonKlein, has captured the excitement of Ferrari's newest Group 6 Sports-Racing prototype.

The Ferrari racing group, SEFAC, is campaigning this car against the ultra-strong challenge from Porsche in events like LeMans, the BOAC 500, Nurburgring and the like. Both Amon and Andretti are slated to pilot the

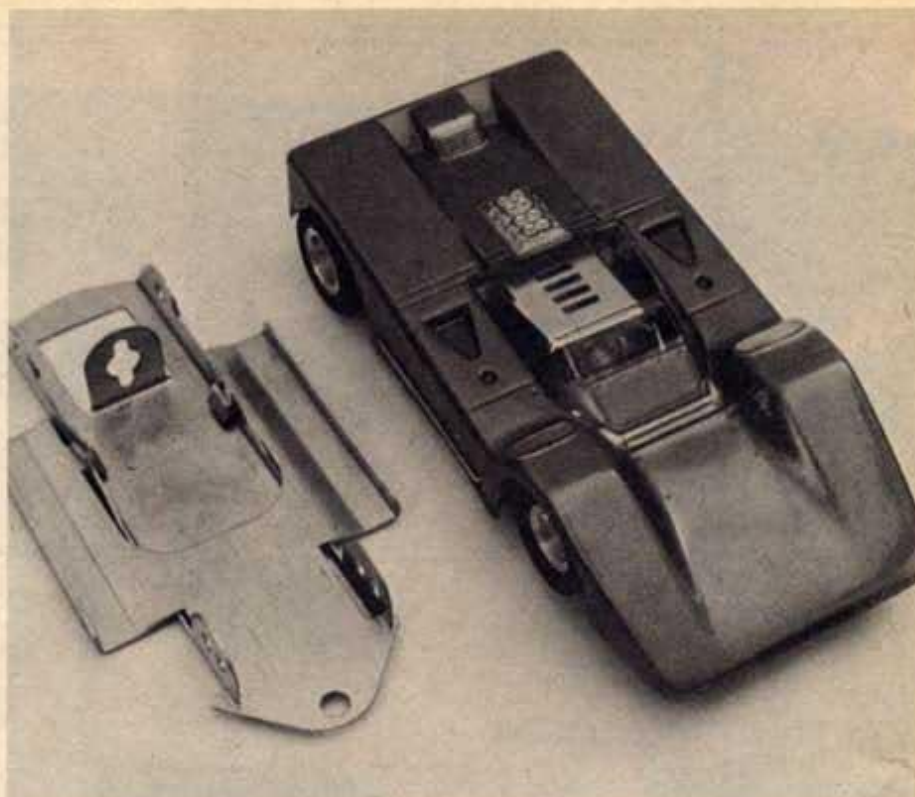
# The Ferrari 312

By  
Robert Schleicher

machine in various events. The real car is *almost* a dead ringer for the 612 model that Jon Thompson has inked for this issue. The 312 is a slightly smaller car overall and its engine is but three liters, while the 612 has a six liter engine. Both powerplants have 12 tiny cylinders. True-to-form, Ferrari changes his cars a bit for each event. The car in these photos was detailed to match the machine that finished fourth at the 1969 BOAC 500 race on the Brands Hatch circuit in England with Amon at the wheel.

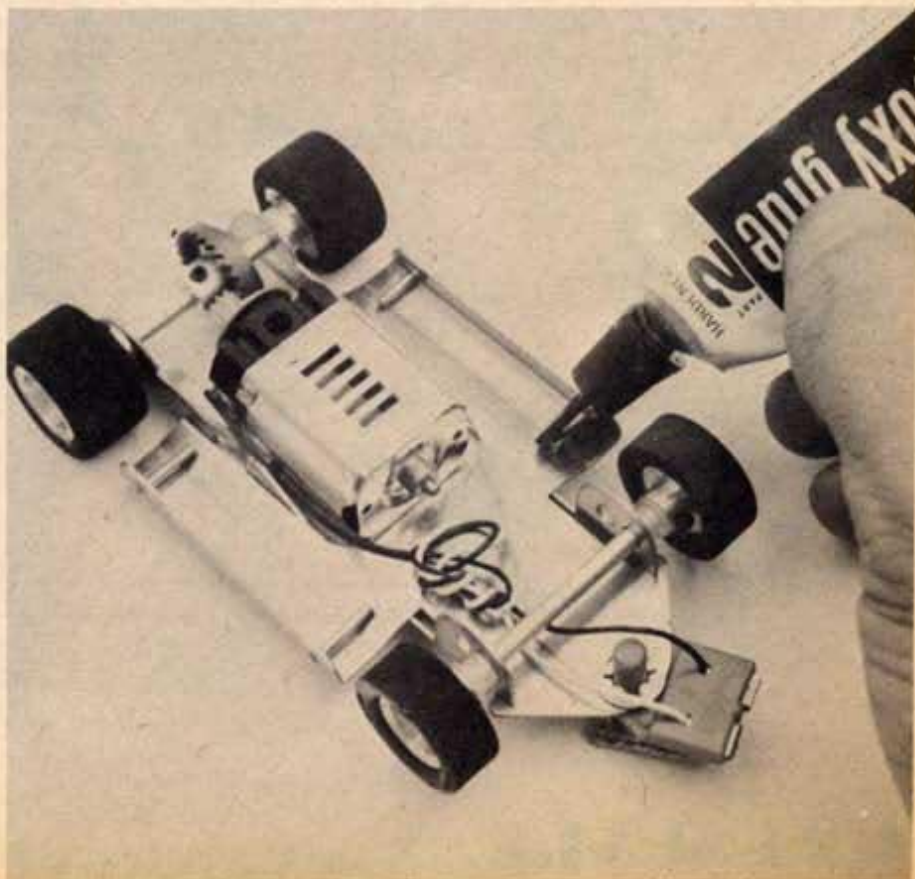
The body shown here is actually a pre-production prototype of the car/body Russkit will have on the market about the time you see this issue. But you can be assured that the actual production body will have the same accurate shape and details as this car does. Extra bits like the rear spoiler, radiator spoiler at the front and the diaphanes will, of course, have to be added by you. The photos will show you what details fit.

The Russkit clear Ferrari 312P body shell will sell for \$1.39. A complete ready-to-run car with painted body and Russkit's fantastic "Rattler" chassis will go for \$9.95. If you want to add your own super-wind motor, wheels and axles, the Russkit "Rattler" chassis to fit the 312P can be had for \$2.50.



The 312P Ferrari will be available as a complete 1/32 scale ready-to-run (like the CroSal shown) from Russkit at \$9.95. The clear 312P body alone is \$1.39 and the Russkit "Rattler" chassis (shown) to fit it at \$2.50.

Like most ready-to-runs, Russkit mounts their bodies with those ugly spring clips along the sides of the body. A plain straight pin mount is less obvious. Cut 1/16" brass tube into 1/4" pieces and epoxy into holes in sides of chassis. Chassis holes will have to be filed out just a bit to form a tight fit on the tube.







Cut straight pins off to a 1/2" length, bend as shown and paint their heads red to match the body. Pins will then replace the spring clips to hold body. Place body over chassis and press bent pins through mounting holes into ends of 1/16" tube you epoxied to chassis.



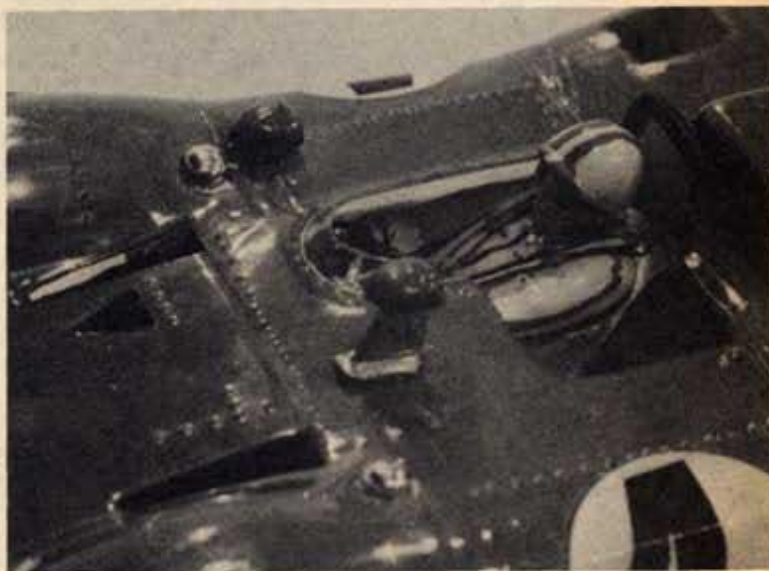
Concours-winning details on nose of car are added spoiler from thin aluminum, diaphanous at each corner and headlights from 1/25 scale static model inside clear covers. Epoxy each in place.



Mirrors are map pins filed to shape. Gas caps are left over from 1/25 scale shelf model sedans. Wheel inserts could be cut down from static model American Mags.



Rear of 312P was superdetailed by trimming vent holes open, adding brass tube exhaust stacks to lower edge.

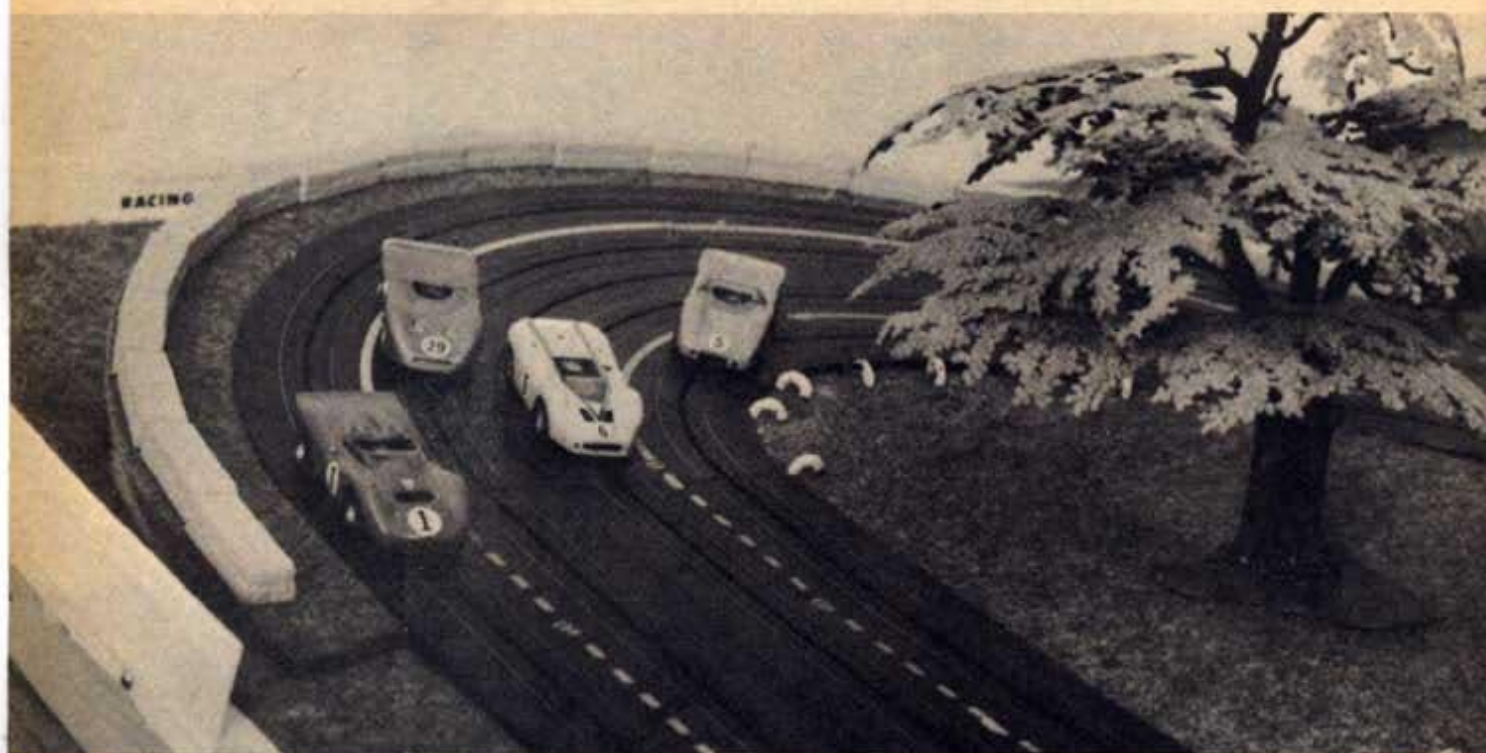


Driver and passenger seat were cut from a Monogram Ferrari shelf model and an Ulrich 1/32 scale "Mini-Man," and vacuum-formed of sheet plastic in a Mattel VacUForm machine.



Prototype body for new Russkit 312P was detailed by model car body sculptor, Ron VonKlein. Car is right at home among the other concourse-finished 1/32 scale competitors on the MESAC club track.





*Four hot H.O. machines round a corner past one of the very realistic trees on the course.*

# TRACK STAR

A CLOSE LOOK AT THE  
ST. JOHN'S RACING ASSOCIATION'S  
FANTASTIC H.O. SCALE TRACK.



Last month we gave you a preview of this fantastic H.O. scale track layout belonging to the Reverend John A. Schively of 1707 Gouldin Road, Oakland, California 94611. If you're ever in John's neighborhood, you should take the time to drop in and see it.

For those of you who can't do that, we're bringing the track to you. Here are as many photos of this fabulous layout as we can stuff into these pages.

Briefly, the track features the following: Sixty-Two feet of four-lane Aurora plastic track; four Aurora transformers (one per lane); banked turns; spiral curves; bridges, Atlas building accessories; people by Preiser; Aurora lap counters; electronic timing device; forward and reverse polarity; Tower-Stat and Atlas controllers; landscaping in Ozite carpeting; trees by the Britain Company.

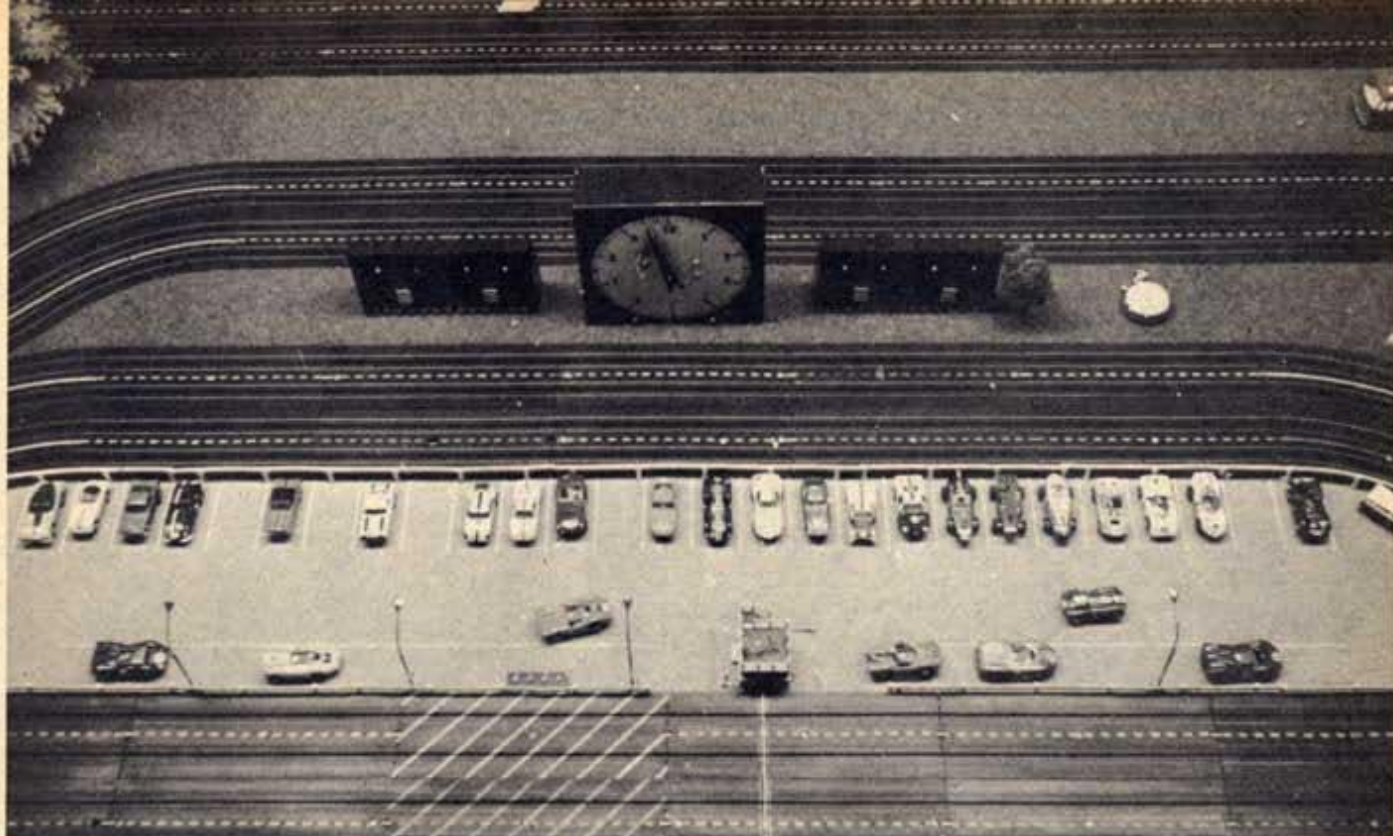
You'll find a complete bill of materials for the track, too. Unfortunately step-by-step photos of the construction were not taken, but you should be able to figure out a great number of building features from the bill of materials and the photos. This might help you, should you decide to take a crack at building a giant H.O. scale layout yourself.

Since last month's article appeared, the track has been given a coat of "blackboard paint." This refinement, according to Rev. Schively, adds just enough "grit" to the surface to allow the cars to run smoothly with plenty of traction. A tip: blackboard paint needs only to be cleaned with a damp (water) rag, as opposed to other cleaning methods such as the use of lighter fluid, etc. Simple and safe.

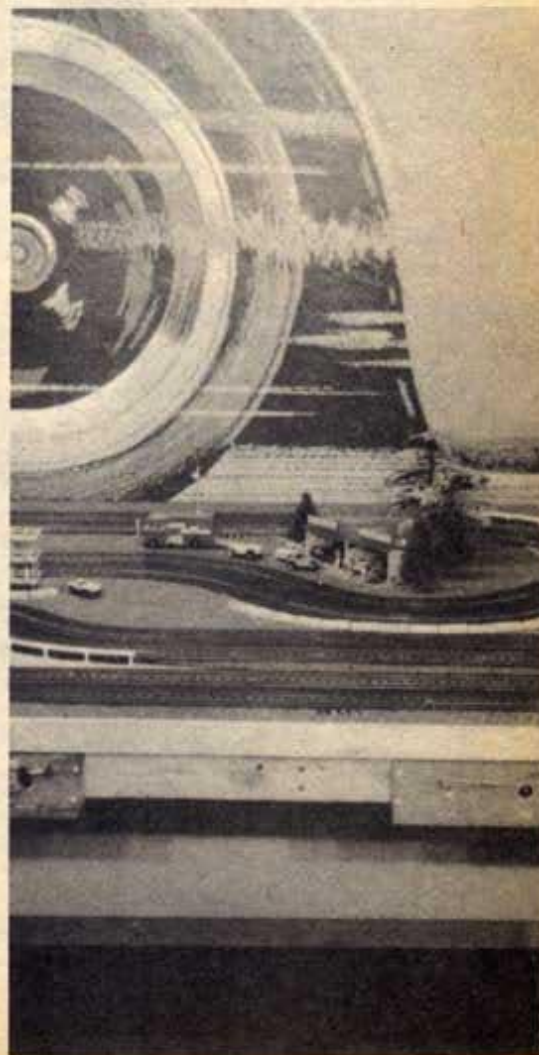
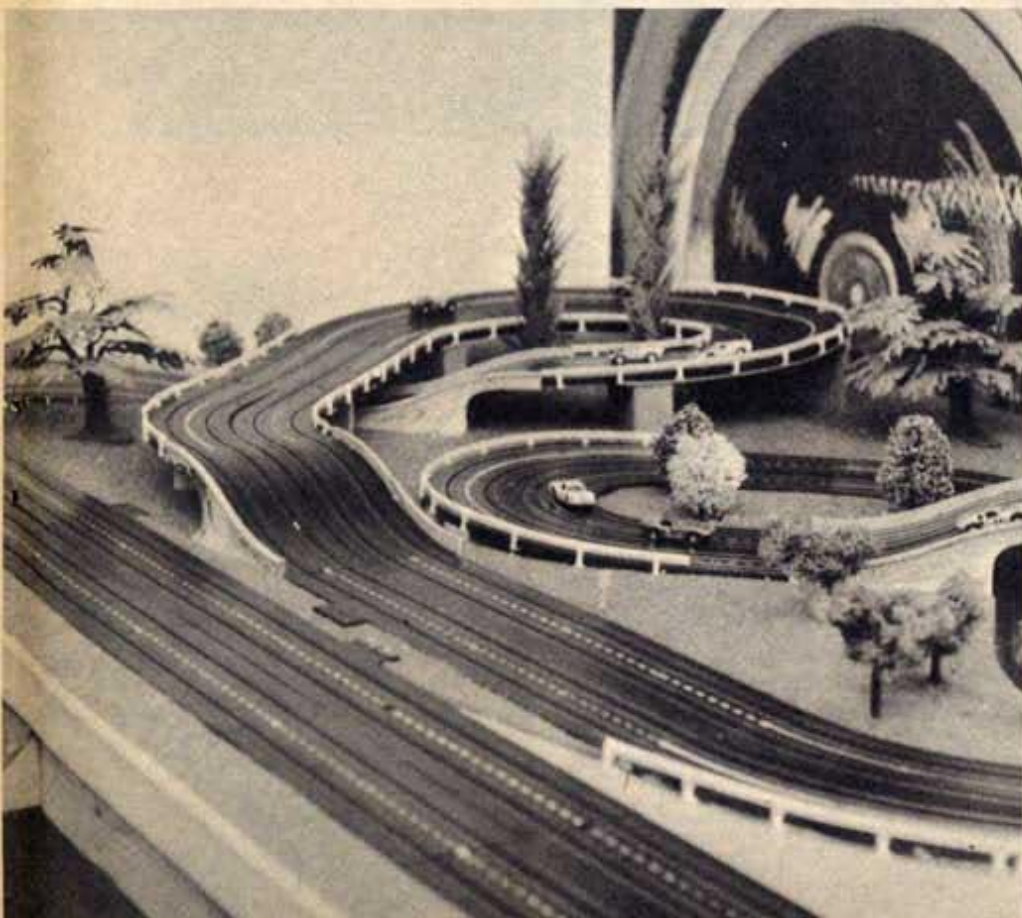
According to our friendly editor, we'll be running more H.O. scale track layouts in every future issue of MCS. Stick around and watch the fun. Better yet, get in on it!

Special thanks to Rev. Schively for his cooperation. And congratulations to him too, for producing such a fine track. It has to be one of the finest examples of craftsmanship we've seen yet.



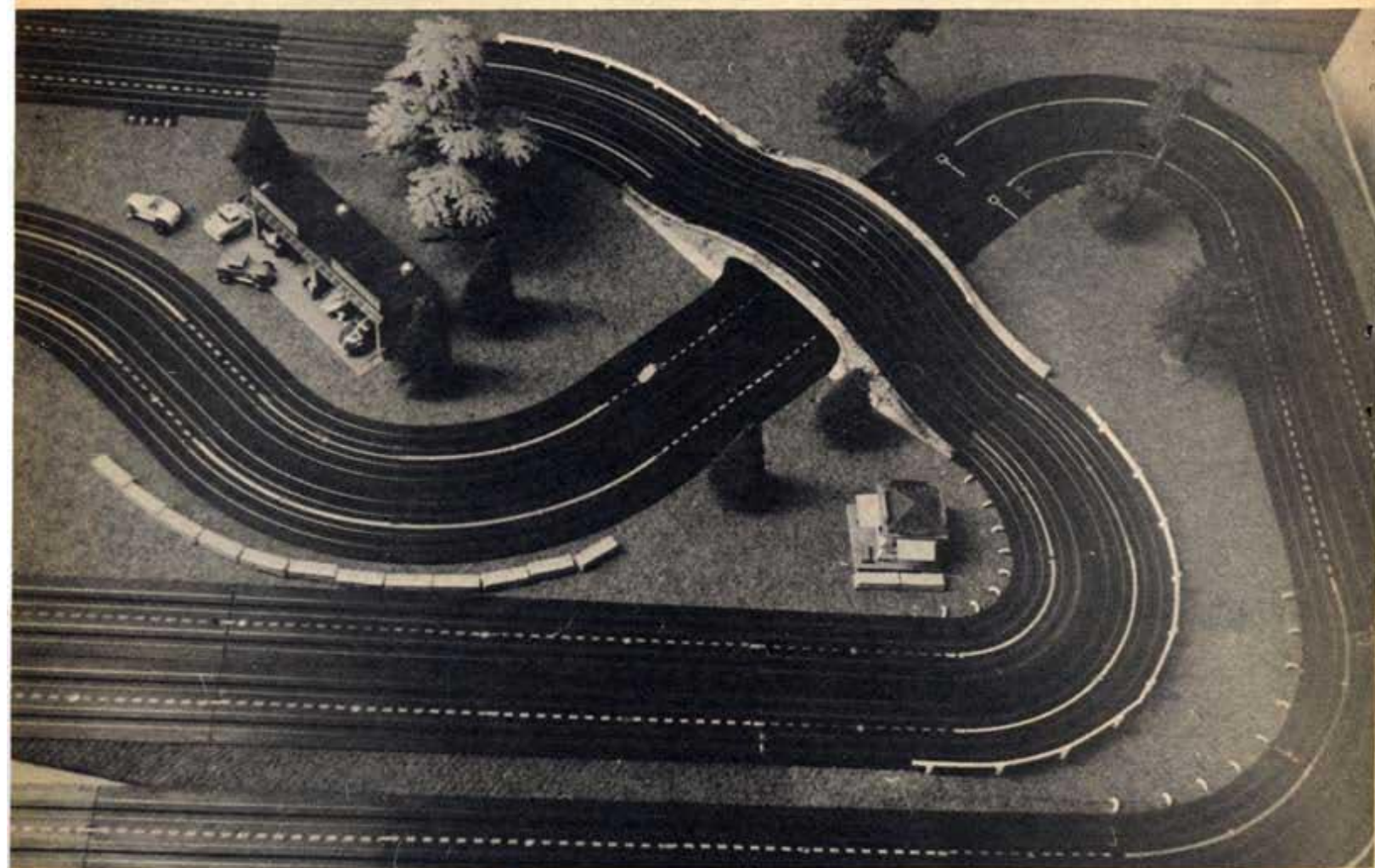


*A look at the pit area of this giant track. Note the lap counters and the electronic timing device. The timer was built from an article which appeared in the 1966 issue of *Mechanix Illustrated*.*

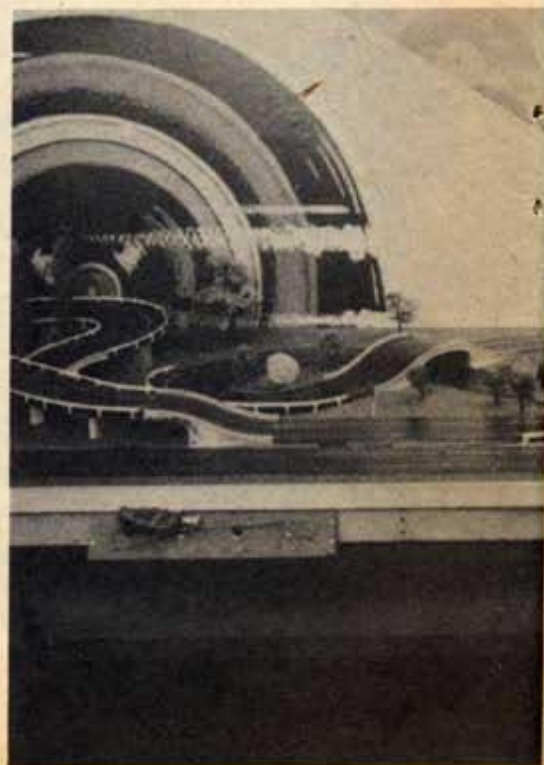
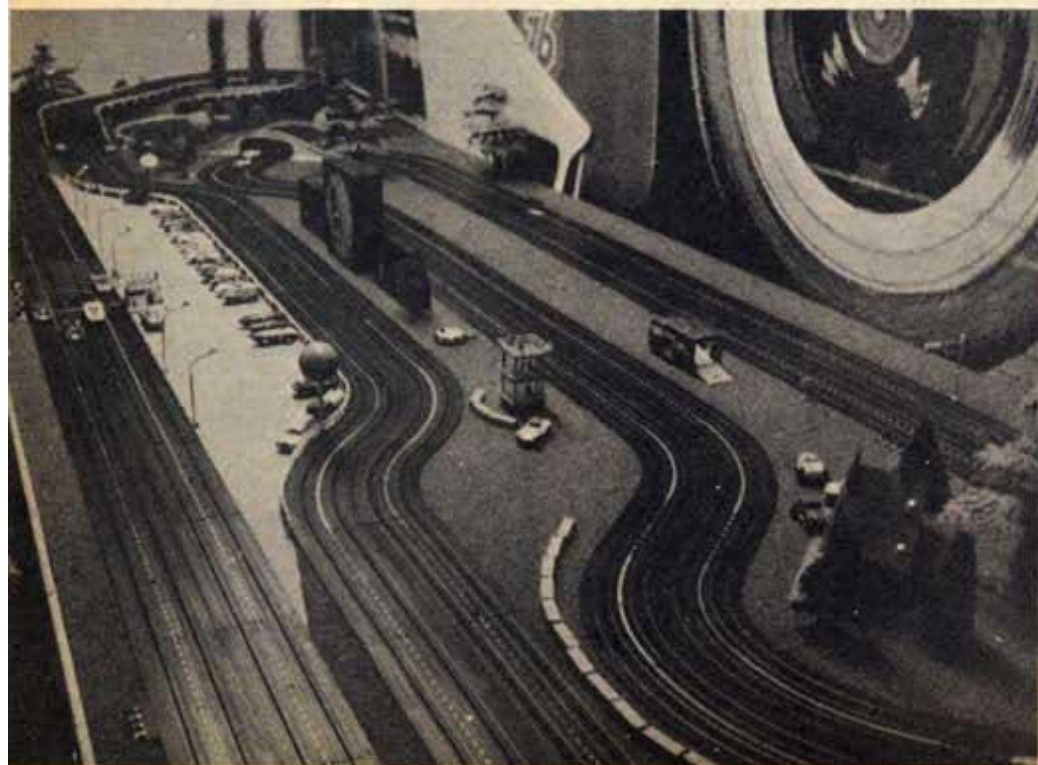


*Notice how the mural background adds to the depth of the scene. Check your local dime store for large prints of various scenes. You could fit one into your track layout too. Note the tasteful use of trees and buildings.*

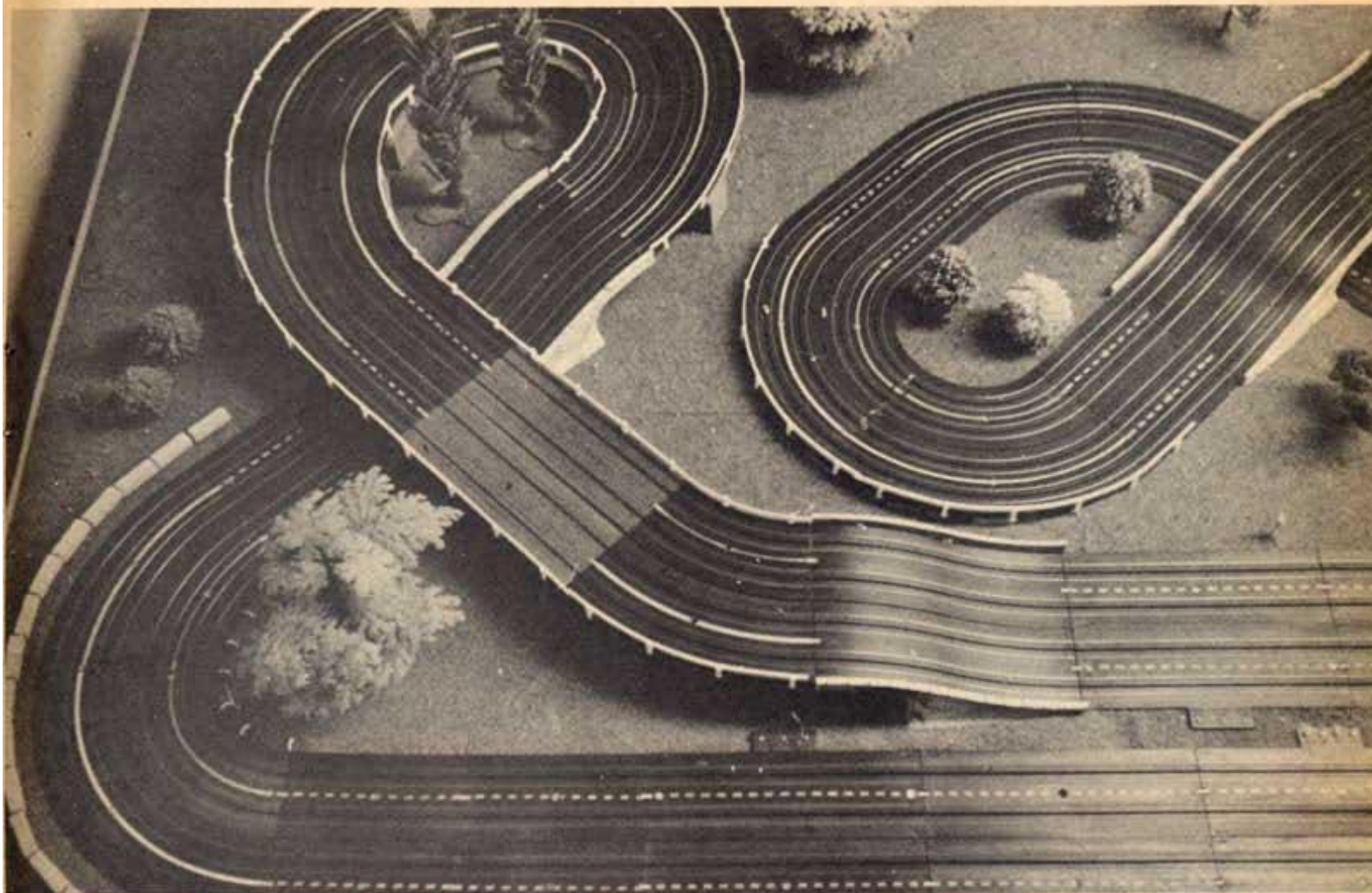




*How'd you like to set your best car in one of the slots on this beauty? It's made entirely of snap-together plastic track, which proves what you can do with a bit of imagination.*



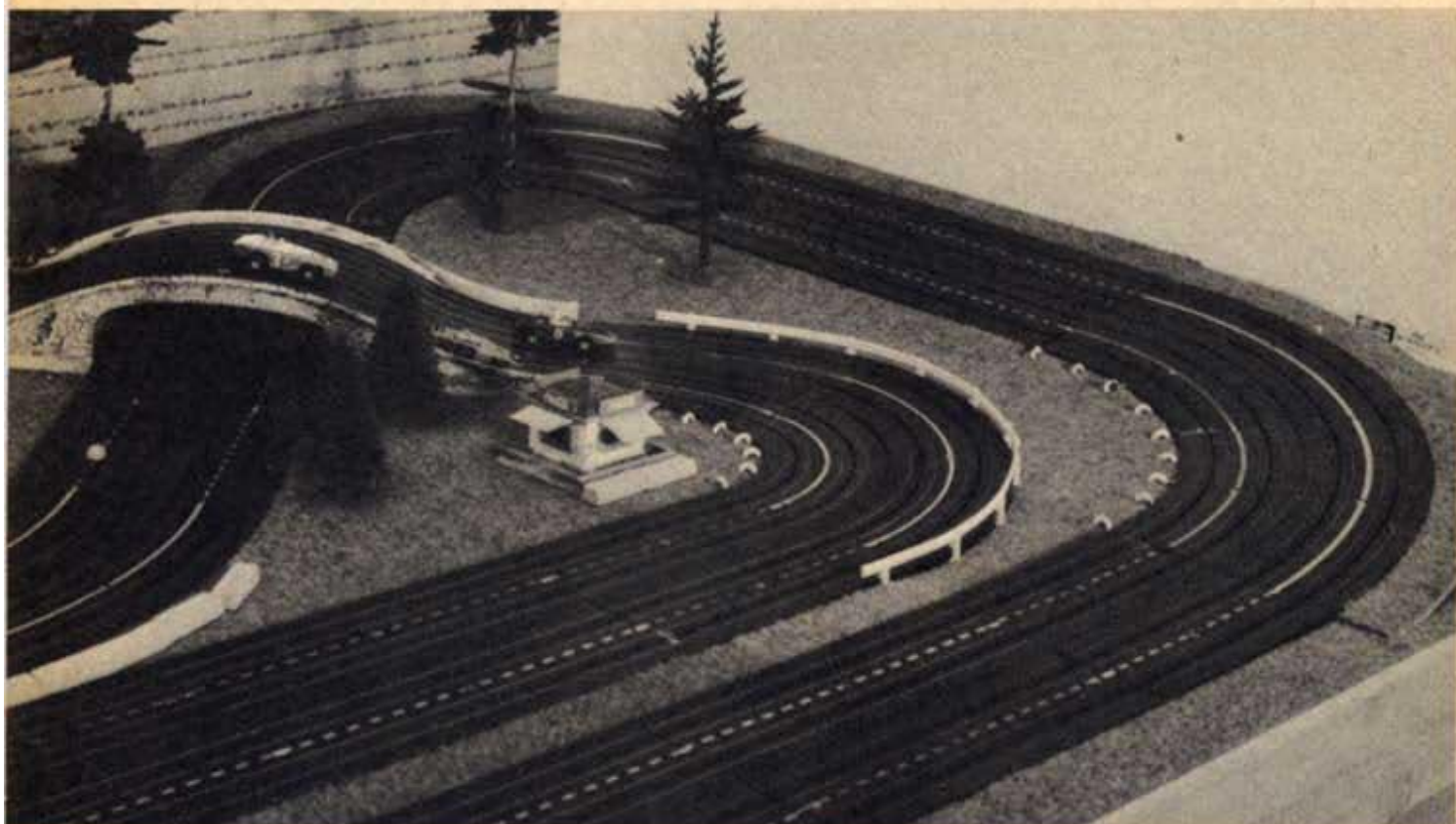




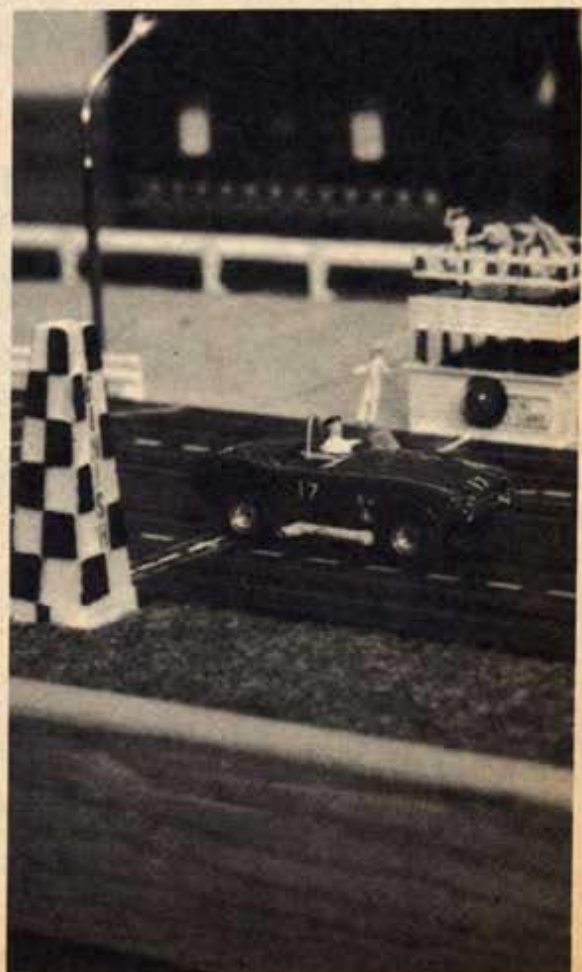
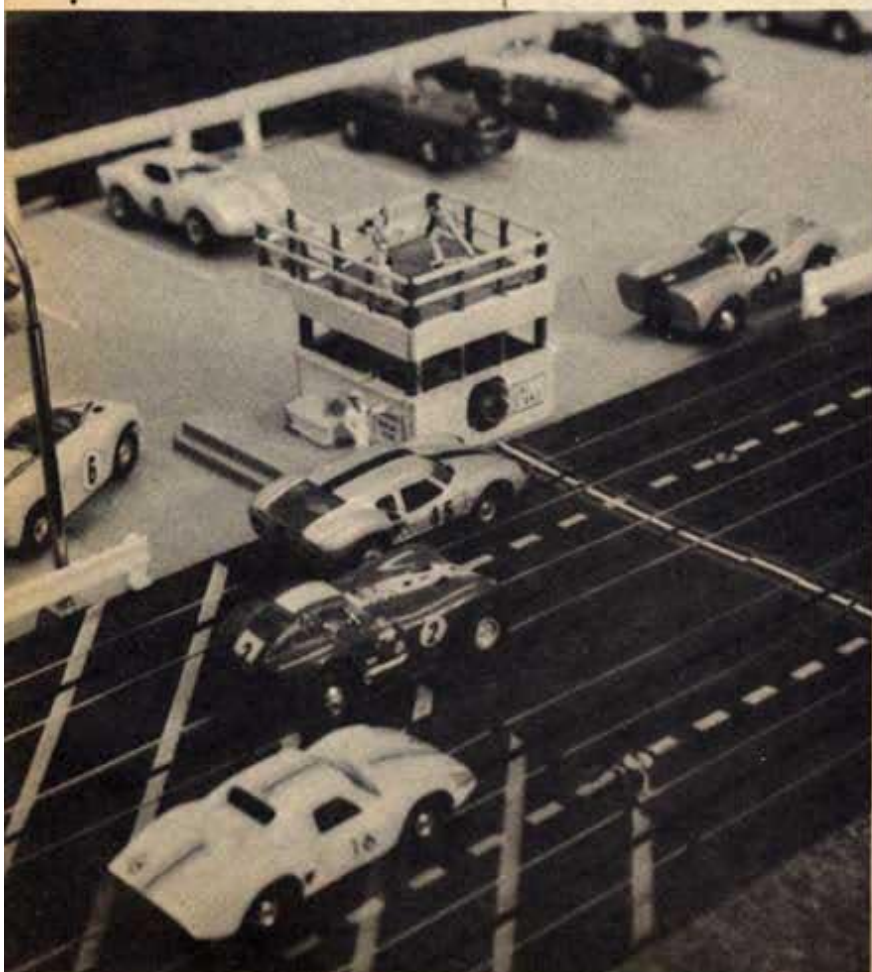
*Wiring is neat as a pin. This is the way a track should be put together.*







*Over the hump! If you're the pursuer or the pursued, you have to watch your driving on this challenging track. It's a real driver's course!*





ST. JOHN'S RACING ASSOCIATION  
BILL OF MATERIALS

Quantity	Item	Size
2	3/8" ply. panels	4' x 8'
48'	Pine board	1/2" x 2"
40'	Molding	1/2" x 3/4"
80	Staples	3/8"
12	Eyelets	1/2"
1 pint	Light gray water base paint	
16	1 1/4" x 8" wedges	(1/2" to 1 1/4" assorted)
160	#4 flat head screws	3/8"

Aurora Track  
(2 Lane Sections)

82	#1517" straight section	9"
6	#1516 straight section	7"
8	#1527 straight section	6"
8	#1515 straight section	5"
4	#1520 terminal sections	9"
4	#1506 cobblestone roadway	9"
11	#1533 45 degree curve radius	15"
22	#1528 45 degree curve radius	12"
6	#1519 90 degree curve radius	9"
4	#1518 90 degree curve radius	6"
9	#1514 45 degree curve radius	9"
6	#1509 bridge sets	

	Item	Mfgr.
2	#1465 Electric lap counters	Aurora
6	#1529 Trestle supports	Aurora
3 boxes	#1534 Guard rail	Aurora
1 kit	#1450 Start-finish pylons	Aurora
1 kit	#1451 Judge's stand	Aurora
1 kit	#1453 Dual pit stop	Aurora
1 kit	#1410 TV and radio tower	Atlas
1 kit	Coke stand	Atlas
1 #63	Pit crew	Preiser
1 #90	Road race personnel	Preiser
3 boxes #1413	Bales of hay	Atlas
2 #1820	Poplar trees	Britan
2 #1810	Scots pine trees	Britan
4 #1822	Oak trees	Britan
1 #1809	Fir tree	Britan
1 box	Assorted trees	Life-Like Products, Inc.
1-4' x 16' piece	Light green indoor-outdoor carpeting (or remnant scraps pieced together)	Ozite
7	Street lamps	Atlas
1	Caution light	Atlas
1	Esso sign	Atlas
1	76 gasoline sign	a gift from Union Oil Co.

Electronic Apparatus

4	#1349 Power packs (DC-2)	Aurora
1	6 pole transformer for lighting	Racepower
2	#1465 Automatic lap counters	Aurora
2	"HO-68" 60 ohm controlers	Towerstat
2	"1270" HO 4	TVA 1315 500 MF/50 V.D.C. capacitors
150 ft.	18 gauge solid strand hookup wire	
4	3 pole male-female phone jacks—plugs and inserts	
4	polarity switches	
4	off-on switches	
4	24 volt green indicator lights and mounts	
1	electronic timing mechanism (described in detail in the June 1966 issue of Mechanics Illustrated Magazine)	

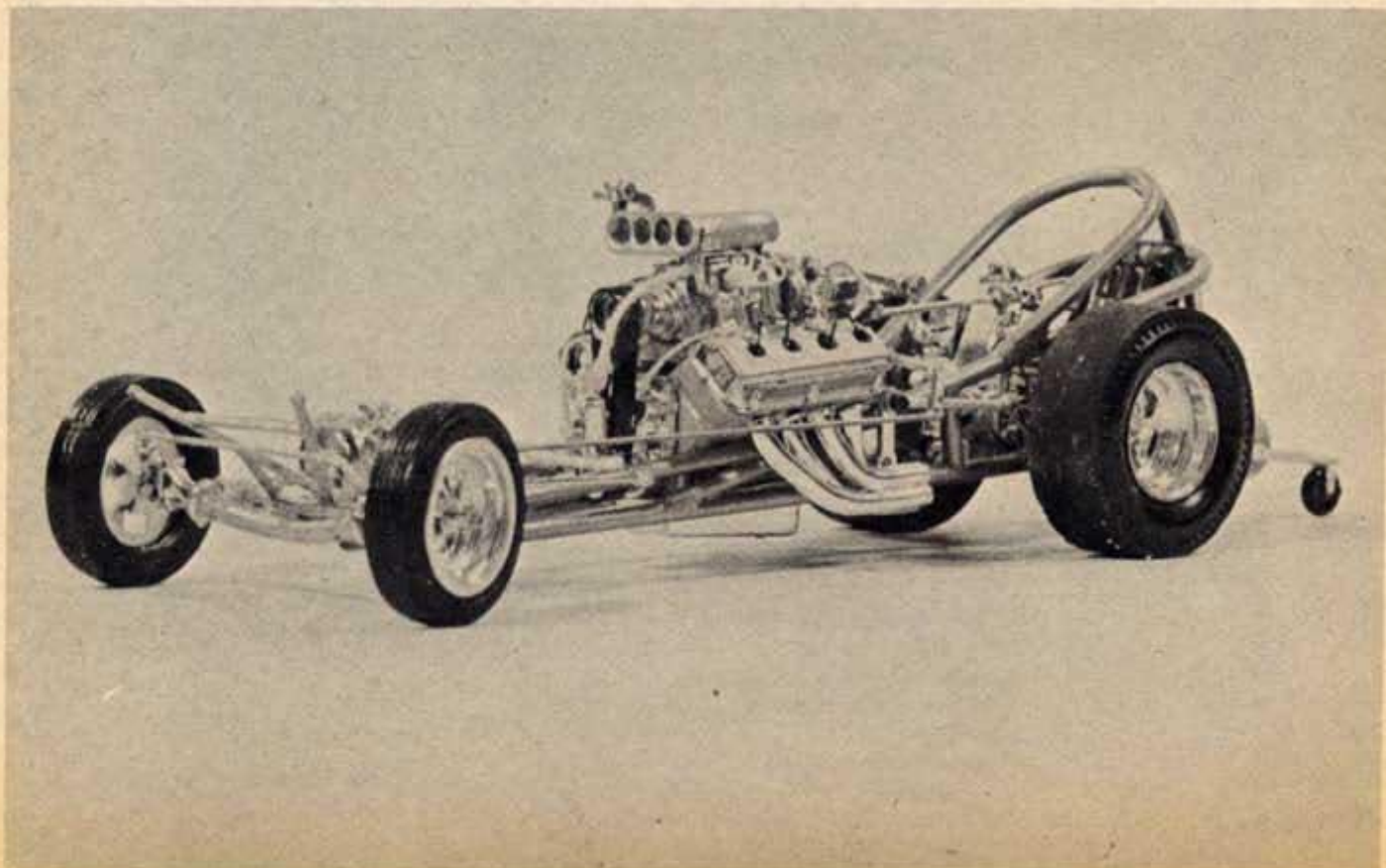


# Model of the Month

## HOW TO ENTER OUR CONTEST

You can win a \$25 Savings Bond if you win first place in our contest! Simply send a sharp black and white photo (no color, please) of your favorite model car, along with a description of what you've done to it. Be specific when mentioning the parts you used, as other readers are interested. Send your photo and description to: "Brick" Price, Contest Editor, 11795 Gateway Blvd., # 3, Los Angeles 64, California 90064. Sorry, no prizes for other than first place, except the pride you'll feel when you see your car in the pages of MCS!

A well deserved first place and a \$25.00 Savings Bond go to Gary Skelton of 1035 Fennel E., Hamilton, Ontario, Canada. "Exodus" started from MPC's '69 Dodge Charger, which was shortened a scale ten inches and lowered one-eighth inch. The grill and bumpers were molded into the body to give the appearance of fiberglass. The frame was scratchbuilt from 3/32" brass tubing and painted a 'flake yellow. The Hemi was built with parts from no less than nine kits. Torque from the Hemi and scratch-built Turbo-axle is transmitted through a pair of 11:00 x 15 slicks mounted on Cragar Mags. Wild paint job is green and yellow covered with pearl white. Exodus was hand lettered and sponsors' names applied using Letra-Set rub-on letters. Details include fuel lines, wiring, push-button selector, working linkage and all cables. Congratulations, Gary, your Savings Bond is on its way.

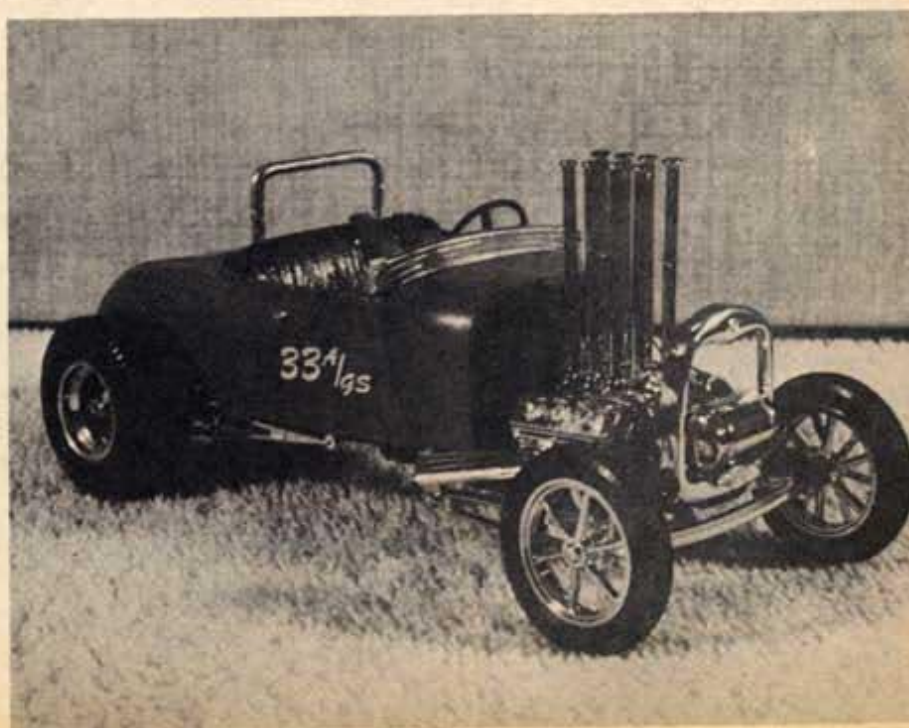
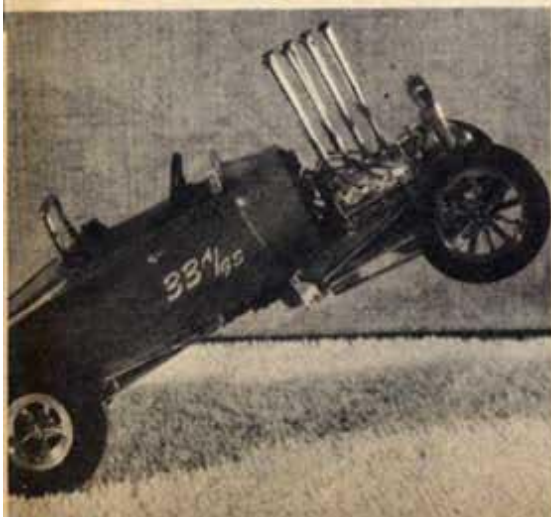




Walter Cerrillo of Hamilton Beach, Queens, New York, put together this convincing display and the '69 Camaro "Super Hugger." The power comes from a 427 CID Chevy engine, completely detailed, including spark plug wires and fuel lines. The interior is painted flat aluminum with bucket seats done in "Funny Fuzz." The paint is metalflake burgundy and a white facing stripe. The great photos were done by Pat Kozinshi and Paul Wagenbach. Are you sure this wasn't parked on some side street in New England, Walt?

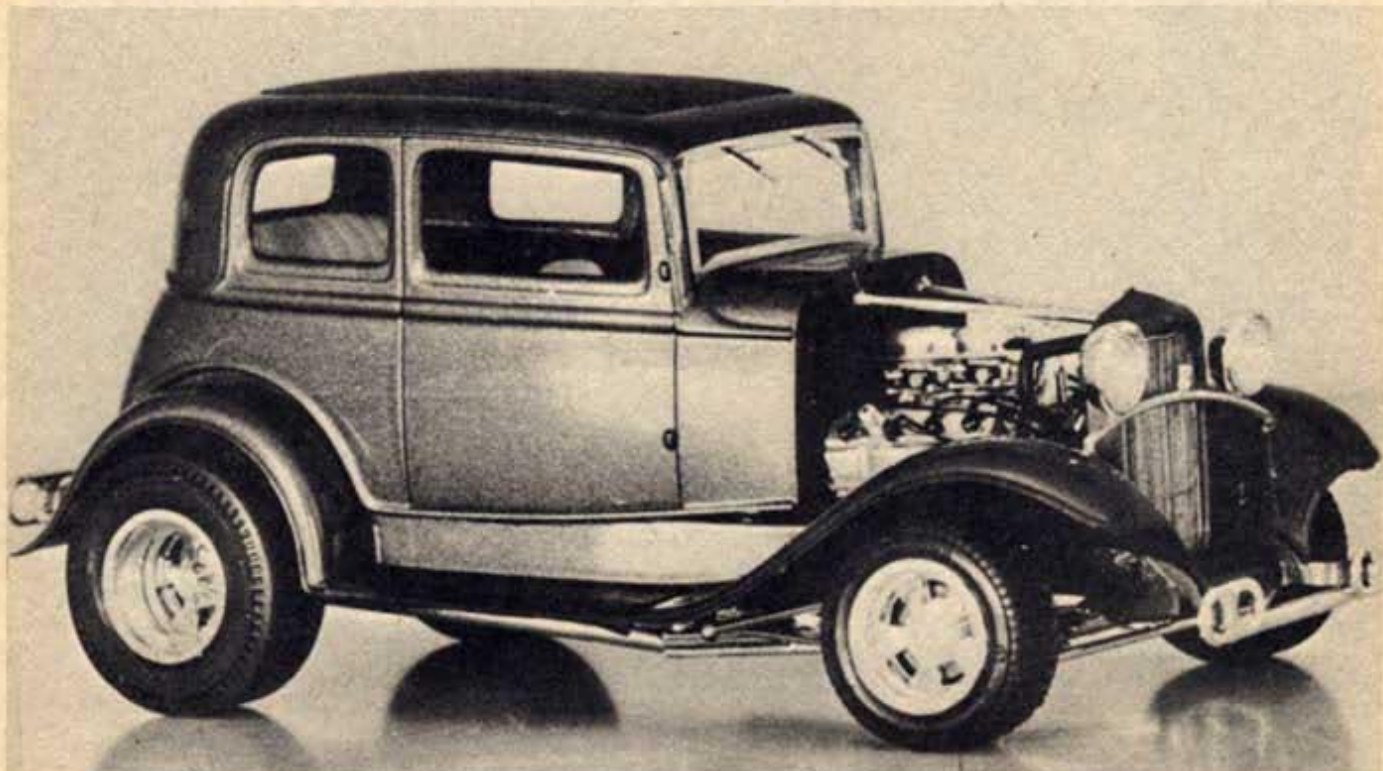
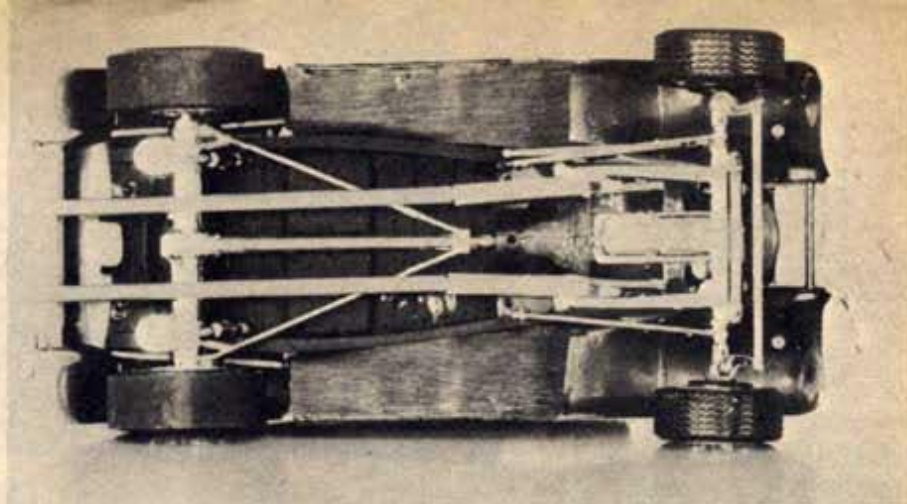


The sky is the limit for Phillip White (age 13) of Whittier, California. The engine, tires and mag wheels are from Monogram's Boot Hill Express. The Chrysler Hemi is topped off with the wildest set of injectors I've seen yet! The body is AMT's Mod Rod, painted a dark red. Very nice, Phil.

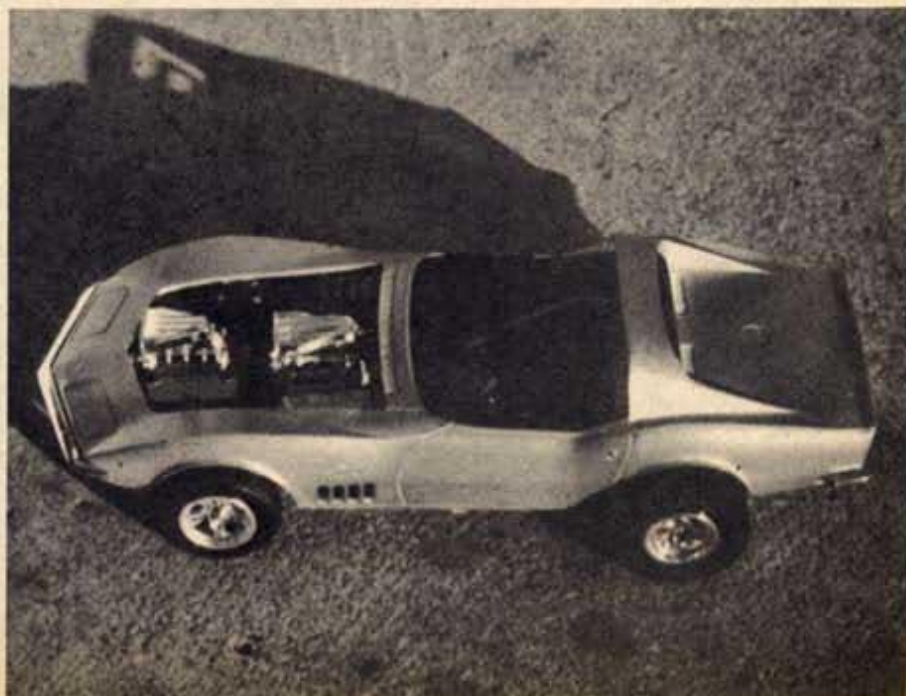




Mark Bender of Hamburg, Pennsylvania is responsible for this clean little '32 Vicky. AMT's '32 Ford Victoria was painted with 15 coats of sapphire blue over four coats of metallic blue. The interior is made of black and white corduroy with wood grain floor. The engine is a 383 Dodge with two Holley four-barrel carbs on a high-riser manifold from a Shelby kit. Mags and headers are from a '67 Ford XL 500. The front end and slicks are from Revell's "Miss Deal." Front tires are MPC's one-piece hollow tires, straight pipes are aluminum tubing and bumpers and air cleaners are from "Ala Kart." Outta' sight, Mark!

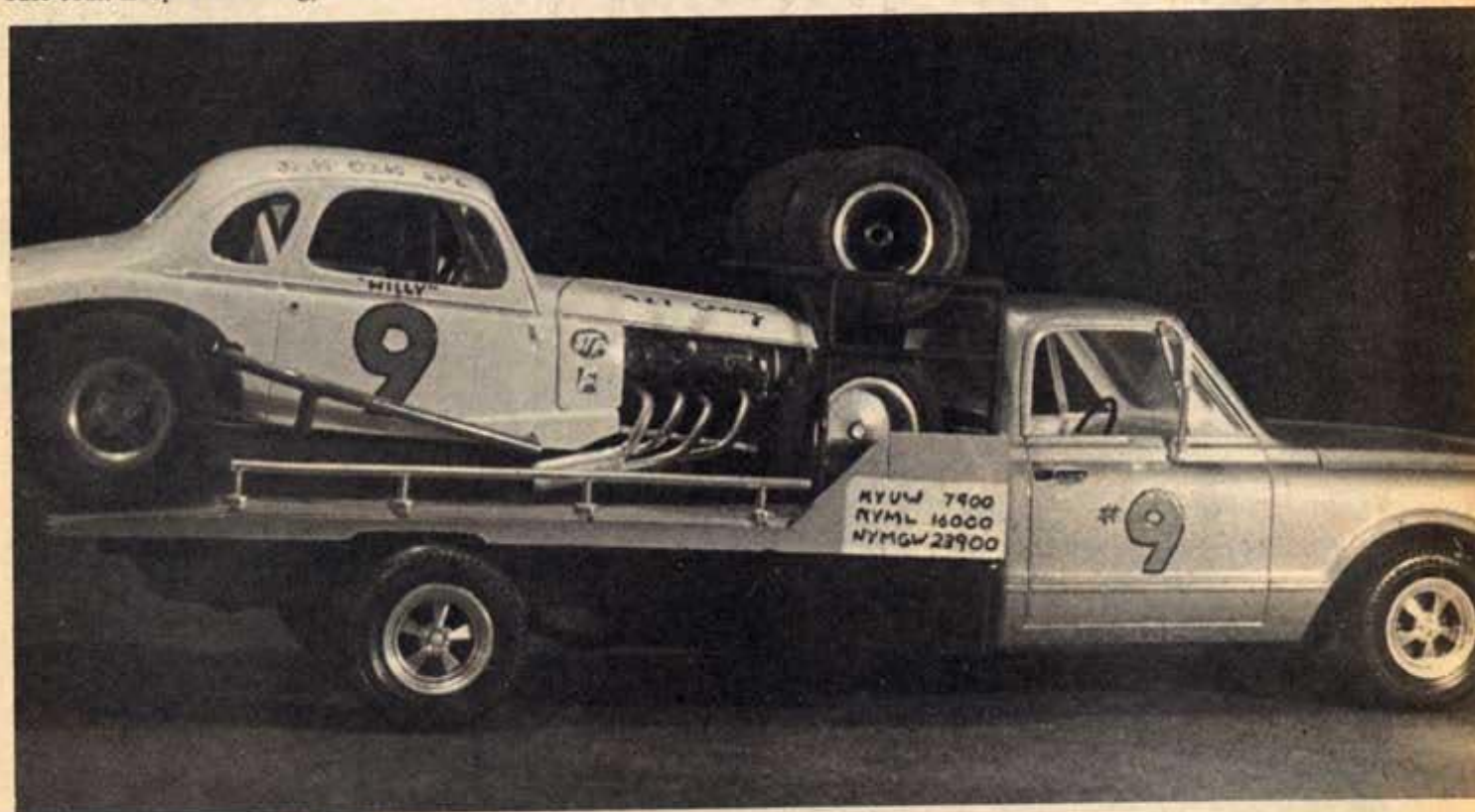
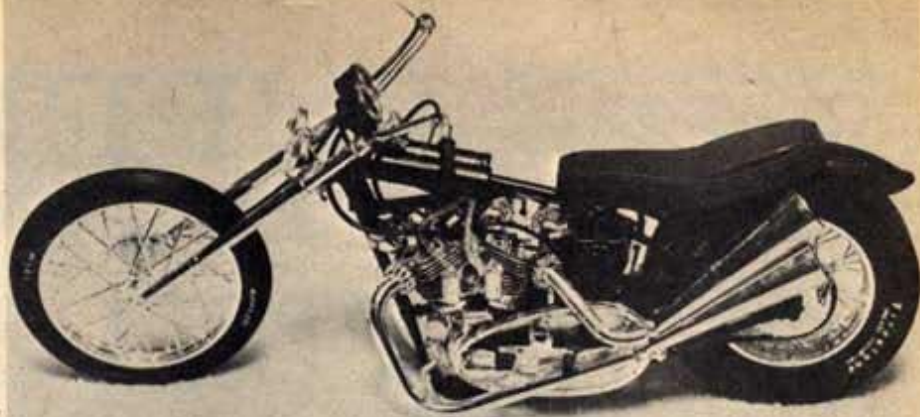


'Vettes are pretty hairy in stock trim. Bruce Frederick, of Indianapolis, must feel that if a six is too little and an eight is too much, then sixteen ought to be just right! Bruce started with the funny car version of AMT's '69 'Vette and went from there. One of the blown V-8's came from AMT's '68 Camaro, while the other came from the 'Vette kit. The regular engine mounts were removed and mounts were added for the new engines. The body was left stock and painted with four coats of Aztec gold and two coats of clear lacquer. Unreal, Bruce!

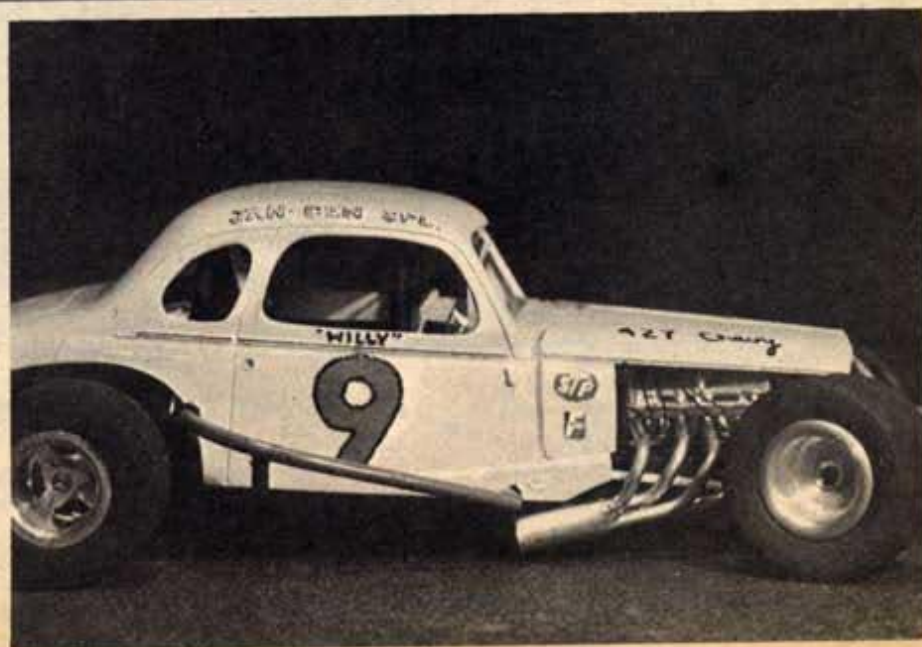




Twelve year-old Brent Taylor of Rolling Hills Estates did a fine job of building this California Chopper. The 1300 cc "square four" engine is Brent's own design and is reminiscent of the old Ariels. Two Revell Triumph Drag kits were needed for the engine. The front pair of cylinders were positioned full forward and the rear pair added. The front forks were extended and raked at a 45° angle. The seat was bent in hot water to fit the frame. The rear headers were modified to lay neatly against the front pair. Wired tach, speedo, twin head lamps and the handlebars are from the custom Triumph kit. Metalflake custom paint is five coats of jade green over a gold base coat. Keep 'em coming, Brent.



William Lemke of Orchard Park, New York, patterned his car after the Modified Sportsmen that compete at several local tracks in his area. The body, frame and engine are from AMT'S 1937 Chevy Coupe kit. The body length and height have both been shortened and the windows slightly enlarged. The roll cage, bumpers, and nerf bars are brass tubing. The wheels and tires are from Classic. Also located in the rear is a NASCAR-type fuel cell fashioned from balsa and plastic. The steerable front end is built around a solid axle made from tubing. The tie rods and radius arms are piano wire. The engine has been lowered and displaced backwards. The sparkplugs are bell wire insulation and the wires are thread. The headers and collectors are also tubing. The steering mechanism, windshield and instrument cluster are a 1936 Ford Kit. The car is painted Mustang yellow with red trim. The lettering and details were applied using a fine brush and a toothpick.





For a small outlay of cash, and a little work with the soldering iron, you can transform a ready-to-run car into a ready-to-race car—just the thing for the new ready-to-run races being revived all over the country.

The rules allow replacement of only the parts which are ruined from normal running, such as tires gears and flags. We'll try to use all of the stock equipment.

The Dynamic 1/24 scale sidewinder comes in two body styles—the Can-Am Ferrari and the Porsche 908 coupe. We chose the Ferrari, mainly because we figured that, given the choice, most people would rather race a sports car.

The rear tires are the large-cell "blues" which are very popular right now. Since they were very true, we decided to keep them. The complete car, as it comes from the box, weighs 5¼ ounces, a pretty decent figure. Although it doesn't have the "plumber" action, the pans do move quite freely. In fact, we took some of the slop out of them for fear that the excessive movement might cause the body to hang up just at the wrong time.

The spur gear is the very popular 34 tooth angle-cut aluminum type, which gives an excellent mesh and is easy to adjust. We also found that the motor bracket allows adjustment for 32 tooth through 35 tooth gears.

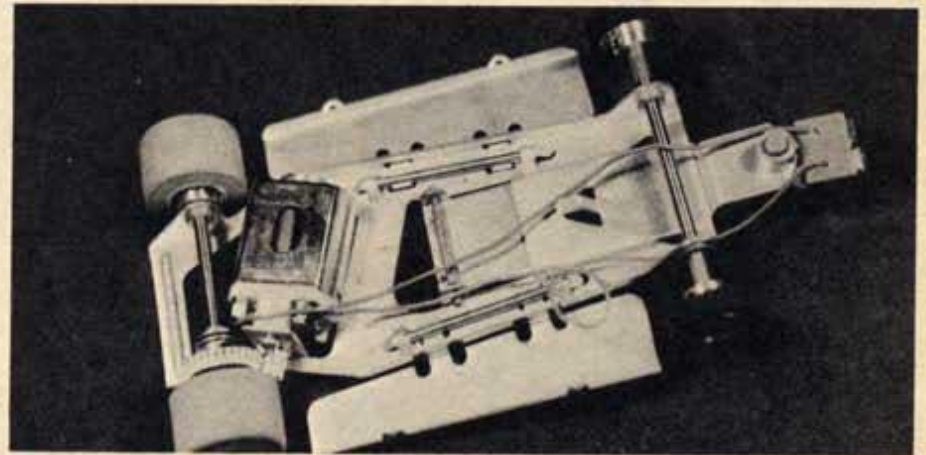
With the exception of the 16D Mabuchi motor, the weakest part on

# SUPER TUNING THE RTRs

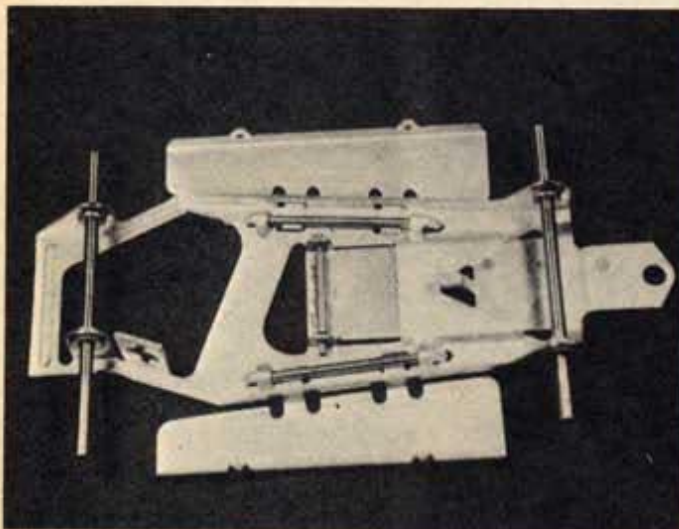
## HERE'S HOW TO MAKE THOSE STOCKERS FLY—AND FOR ALMOST NO MONEY!

the car is the grey Dynamic flag, and as it ended up, this was the only part we replaced. The replacement was the Simco "Jet Flag." So, besides a little .032 lead and some piano wire, all you have to buy to duplicate this car is one Simco "Jet Flag."

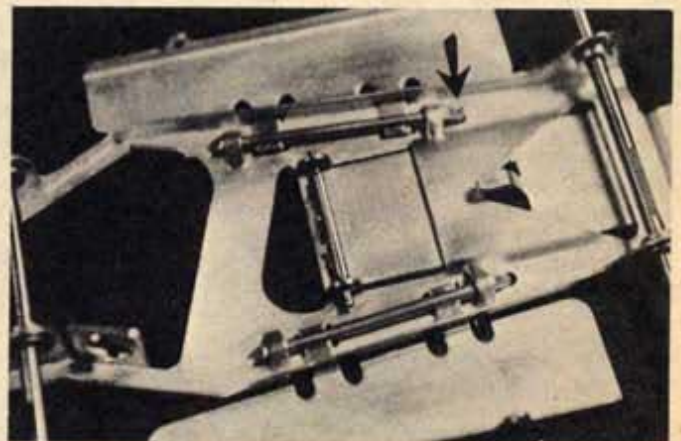
If you're a new racer looking for experience, or an old racer just returning to the sport, this is the class for you. When you complete the car according to instructions, it will give you many hours of experience and enjoyment.



The stock version. The weakest points are the rear end, around the motor bracket/axle mounts, and the front axle mounts. Also the ears which wrap under the pan retainer rods have been known to snap off, but we'll fix them.

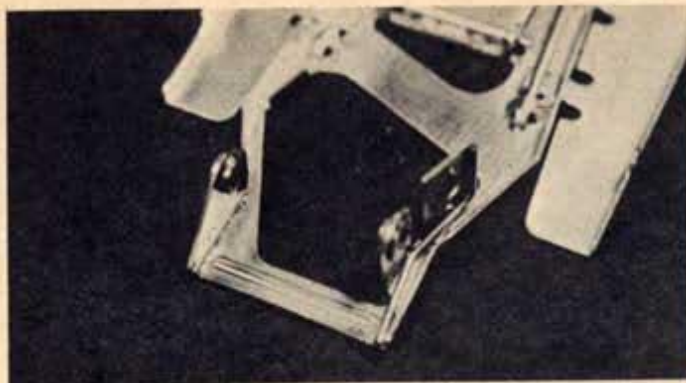


Strip the chassis down and inspect all solder joints. If they look weak, resolder them. Next, slip the axles through the oilites and after making sure that they are aligned properly, solder them in place. Watch the heat or you'll dry them out. Might not hurt to check the soldering article in this issue, in case you're weak on your soldering techniques.

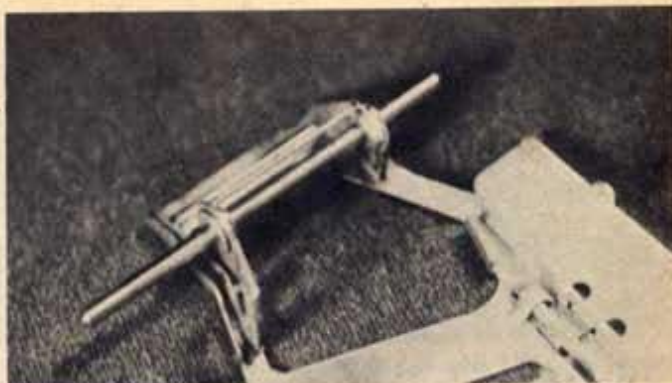


Next, solder the pan ears to the retaining rods. Be careful not to use too much solder. Oil all places where you don't want solder to run into. If there is excessive up and down movement in the rods themselves, crimp down the ends of the rod holders (a).

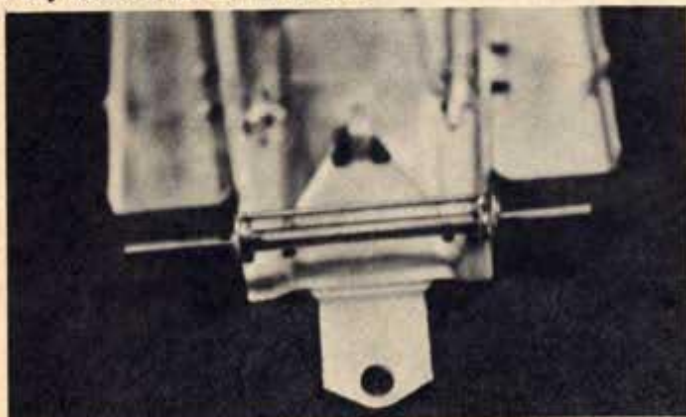




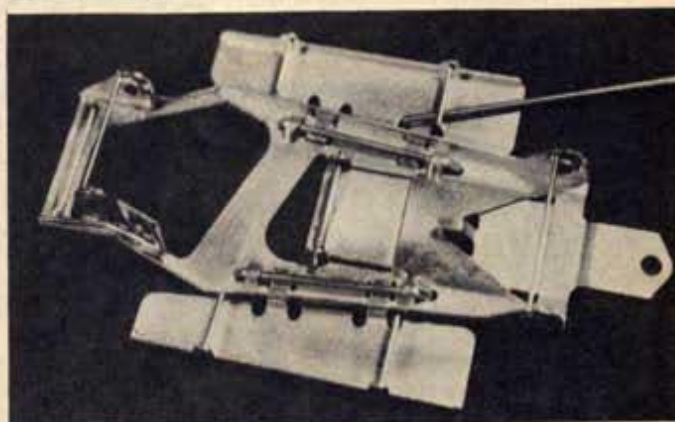
Bend two "L" shaped braces from 1/16" piano wire and solder in place as shown. The motor mount side brace will have to be kinked to fit against the right axle mount. This stiffens the back of the chassis greatly and adds many hours to the life of the car.



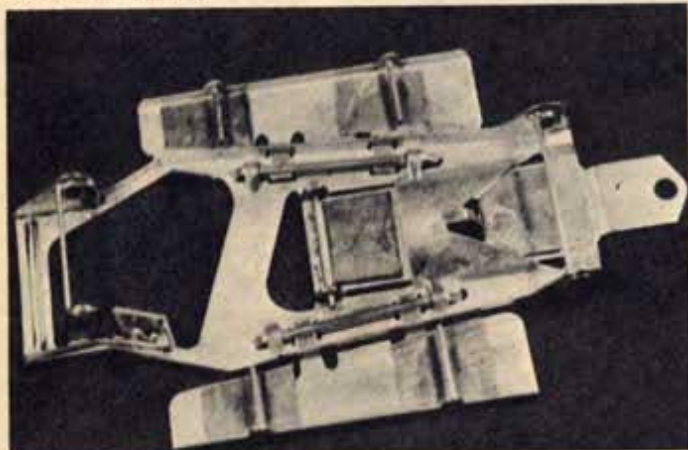
A straight piece of 1/16" wire is soldered between the two axle mounts. Be sure the axle is in place when soldering, to prevent the oilites from shifting. This will eliminate any bend up of the axle from too much flex in the turns.



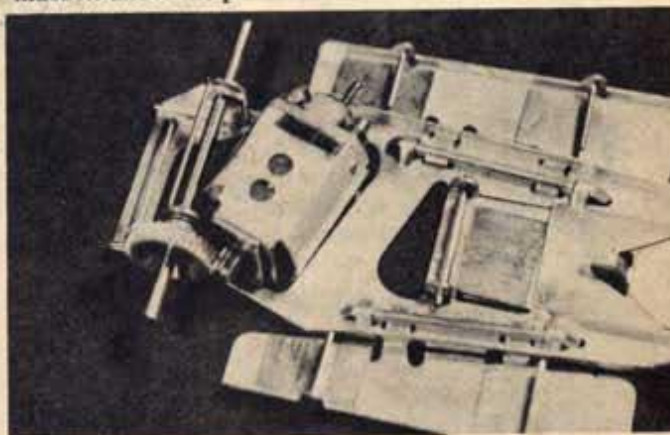
Repeat the last step on the front axle mounts, again with the axle in place. For double added insurance, two "L" shaped braces similar to those in the rear can be added.



A "must" if you're going to race, are the pin-tubing body mounts which replace the stock #2 screws. These are 1/2" by 1/16" o.d. (outside diameter) tubes. They slip right in the holes for the screws and are soldered in place at that point. A piece of 3/16" rod was used to hold the rear of the tubing up in the air while soldering. The lead must fit under the pin tubes.

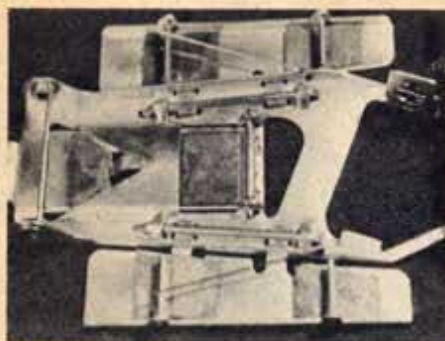


In order to come out with the proper weight when we're done, we used .032" lead weights. You can get these at any print shop. Two pieces were added to the drop arm, one in front of the down stop and the other in front of the pivot tube, and two 1/2" long pieces on each pan, centered under the pin tubes. We glued them down with just a drop of contact cement on each one, so they could be removed if not needed.

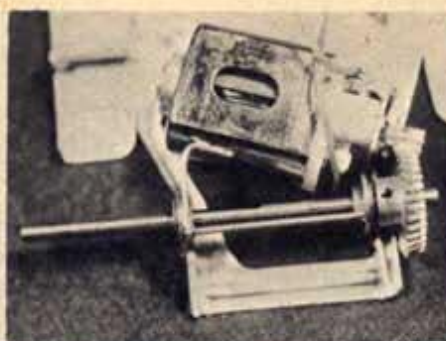


Just to show that it can be done, a Mura was installed "can drive," and, if the axle side of the can is notched slightly, full adjustment can be had. If the 16D Mabuchi blows up, or you get tired of the stock motor, try installing a "D" Production Mura. They're cheap and fast.

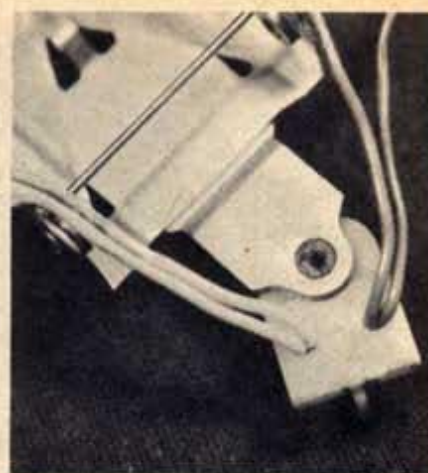




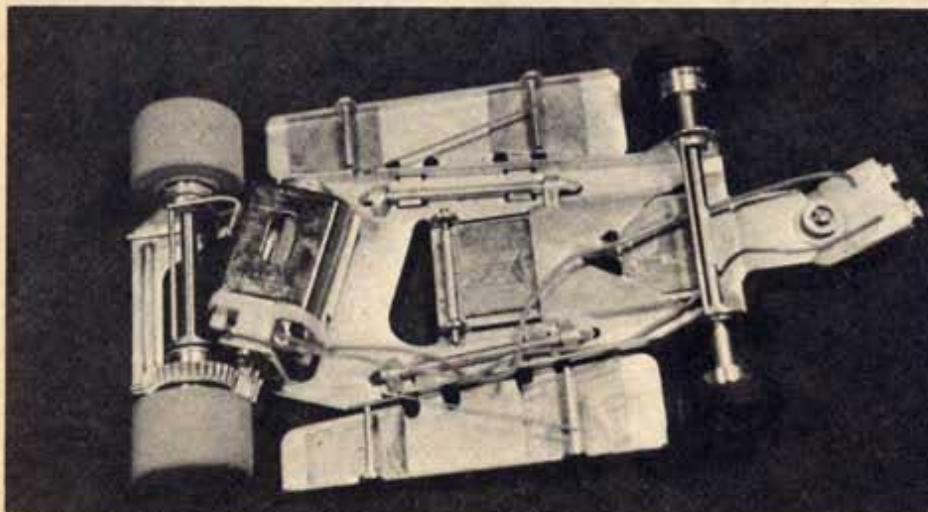
Don't skip this step if you want the car to handle well. Two tensioners are soldered in place, one on each side. Angle and length are important as this determines the tension. The wire size is .020. Hold down gently on the unsoldered end, just enough to keep it flat and in place. Solder securely. The soldered end is even with the rear rod holder and the other end rests on the front pin tube.



Install your motor and set your gear mesh. Run the gear in, then check the mesh. If it is satisfactory you can complete this step. Cut a 1/4" piece of 1/16" wire and bend to match that in the photo. Chassis end of brace should lay between the axle mount and the oilite. When both ends properly line up, solder in place. The Mabuchi case solders very easily but watch the heat.

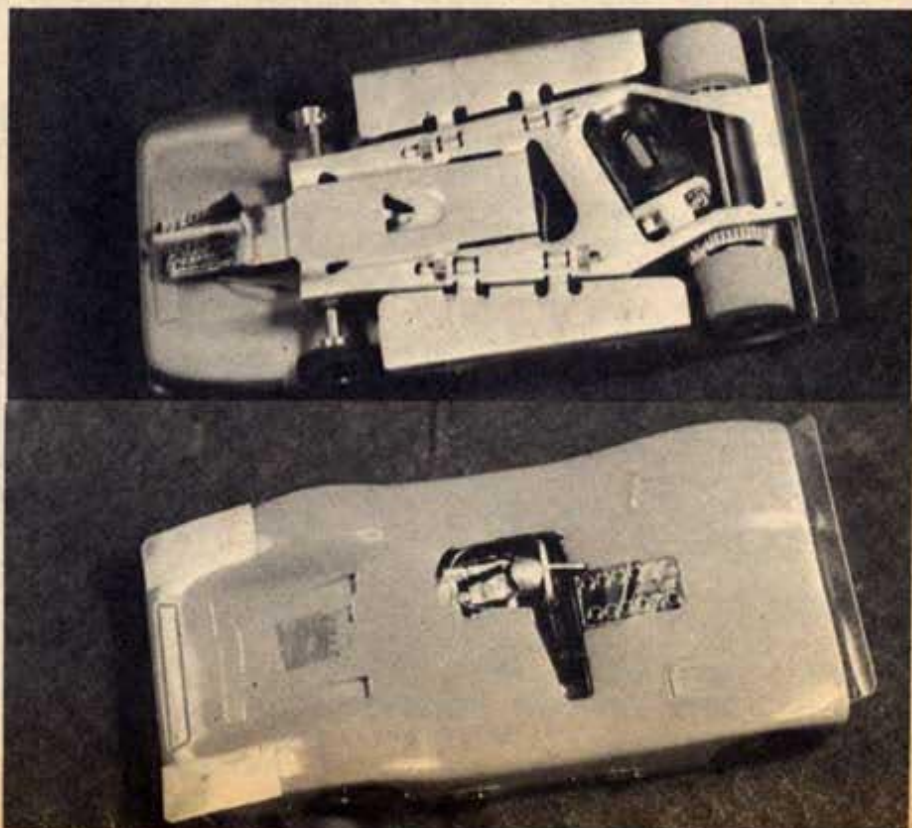


As the chassis comes in stock form, there isn't enough flag pivot for racing purposes. Shape the tongue with a file so you get plenty of pivot. Clean out the post hole a bit, as the "Jet Flag" is slightly larger. Cut the post off flush with the top of the drop arm. Use a #2 screw and washer, place a 3/16" flag washer over the post and melt the #2 screw and washer into the post. Pull the tip of the iron away from the screw and quickly press down on the screw with a screwdriver until the plastic cools. Once this is done, the screw may be screwed in and out with no trouble and you'll have permanently eliminated the flag wobble. The photo shows double lead wires, but we later opted for the stock ones as we were afraid to put too much power to the stock motor.



This is what it should look like when you're done. Use the clip-braid that comes with the Simco flag. Clean up the chassis with kitchen cleanser and oil the parts as you assemble it.

When you view the car from the bottom, the only thing you can notice that is different from stock, is the flag. No one needs to know what you've done to the chassis. The stock body is the .020 standard weight variety, but it's really no problem as we have a total car weight of only 5 1/4 ounces. Cut out the cockpit area and install the superlight interior with moulded-in lead and rollbars. We added two Ferrari-like diaphanes to the front, but they're not really necessary. The rear spoiler is though, and should be 1/2" high and full width. Last, but not least, is the pin hole bullet proofing. We glued on small squares of .020" plastic, but the adhesive tape which comes with the car is adequate. Next month we'll rework a Rigger 1/24 scale panchassis anglewinder.





# THE MCS CARTOON TALENT CONTEST

Here's a new monthly contest you're really going to enjoy! We've suspected for a long time that many of you fellows have hidden talent in the art field. Al McAllister's cartoon, which is shown here, prompted us to start a regular monthly cartoon talent contest.

First prize each month is a one year subscription to MCS. If you already have a subscription, just check that spot on the information blank and we'll add the new subscription on to your existing subscription.

Rules? Simple. Just draw your cartoon (any size you want) on a plain sheet of white paper. Use pen or pencil. *Do not fold.* Mail flat, with a cardboard stiffener, to: Joe Puckett, Cartoon Talent Contest Editor, 9 Jerome Avenue, Newberry Park, California 91320. Joe will judge the contest and award the subscription. And you'll see your cartoon in MCS. Who knows, maybe a big Hollywood Art Director will see it and . . . well, like we said, who knows? Get with it!

**DRAW THE WINNING  
CARTOON AND WE'LL  
SEND YOU A ONE  
YEAR SUBSCRIPTION  
TO MCS! LET YOUR  
IMAGINATION GO WILD!**



**THIS MONTH'S WINNER:** Al McAllister, 441 Mowbray Road, Akron, Ohio 44313. Congratulations, Al, your one year subscription to MCS is on the way. You'll receive your first copy in about 60 days.

**CARTOON CAPTION** \_\_\_\_\_

**DO YOU ALREADY HAVE A SUBSCRIPTION TO MCS?**

**YES** ☐

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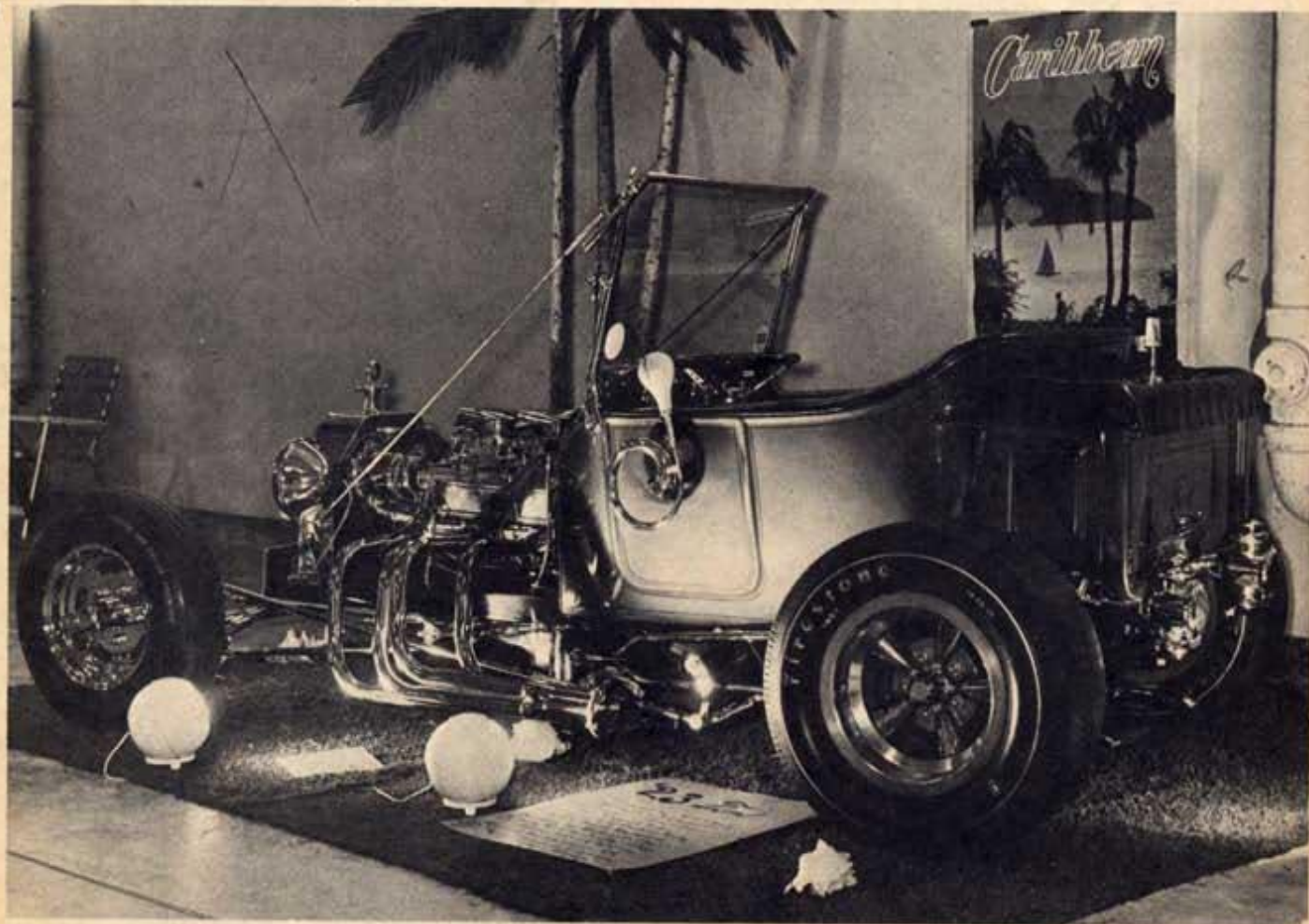
# Rod & Custom Show

By Robert Hegge

Promotions, Inc. of St. Clair Shores, Mich., and the Mellotones of Milwaukee, Wisc., held their sixth Annual International Rod & Custom Show at the Milwaukee Auditorium. Attendance was up 28 per cent from the past year—a good sign for persons interested in this type of a show.

The cars were displayed in the main hall in the auditorium with two small halls also in use for the overflowing crowd. The best rod came from Ontario while the best custom was from Wisconsin and best competition car from Illinois. Here's a pictorial look at outstanding entries.

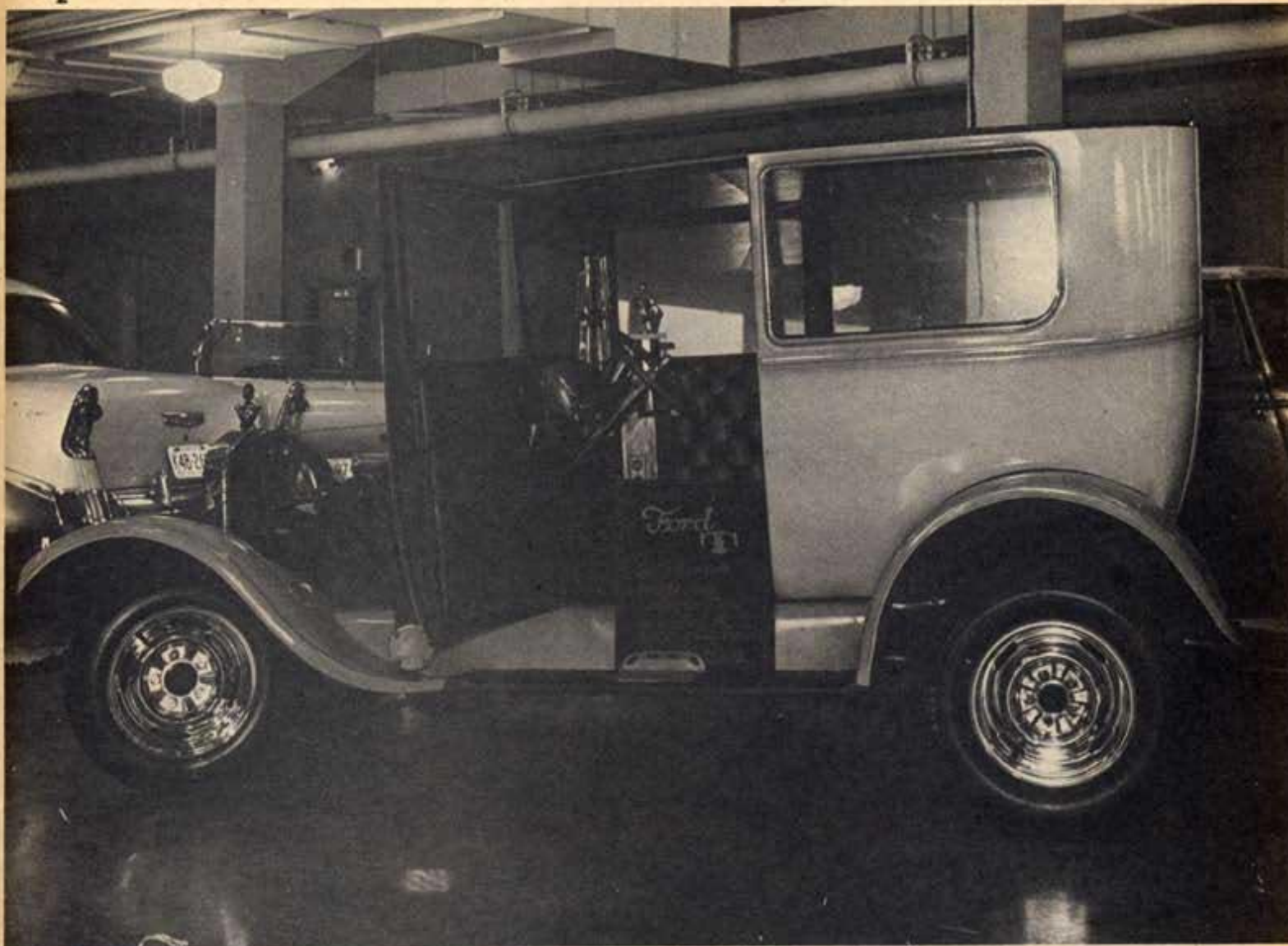
Pictorial highlights of major trophy and award winners in a big show in Milwaukee.



1 First Place In Altered T Roadster Pickup Class was awarded to John and Joe Wajtowicz from Chicago, Ill. Brass radiator, chrome 301-cubic-inch Chevy engine, 1915 body, steel and mag wheels are featured. Engine has all the hot race goodies.  
56/Model Car Science

2 This Model T sedan took first place in the T Model Class. Owned and rebuilt by Ronald Reagon of Milwaukee, Wisc. it features a 301-inch Chevy engine and a 1927 steel two-door body. Wild exhaust system is used. Black naugahyde interior brings old model up to date.





3



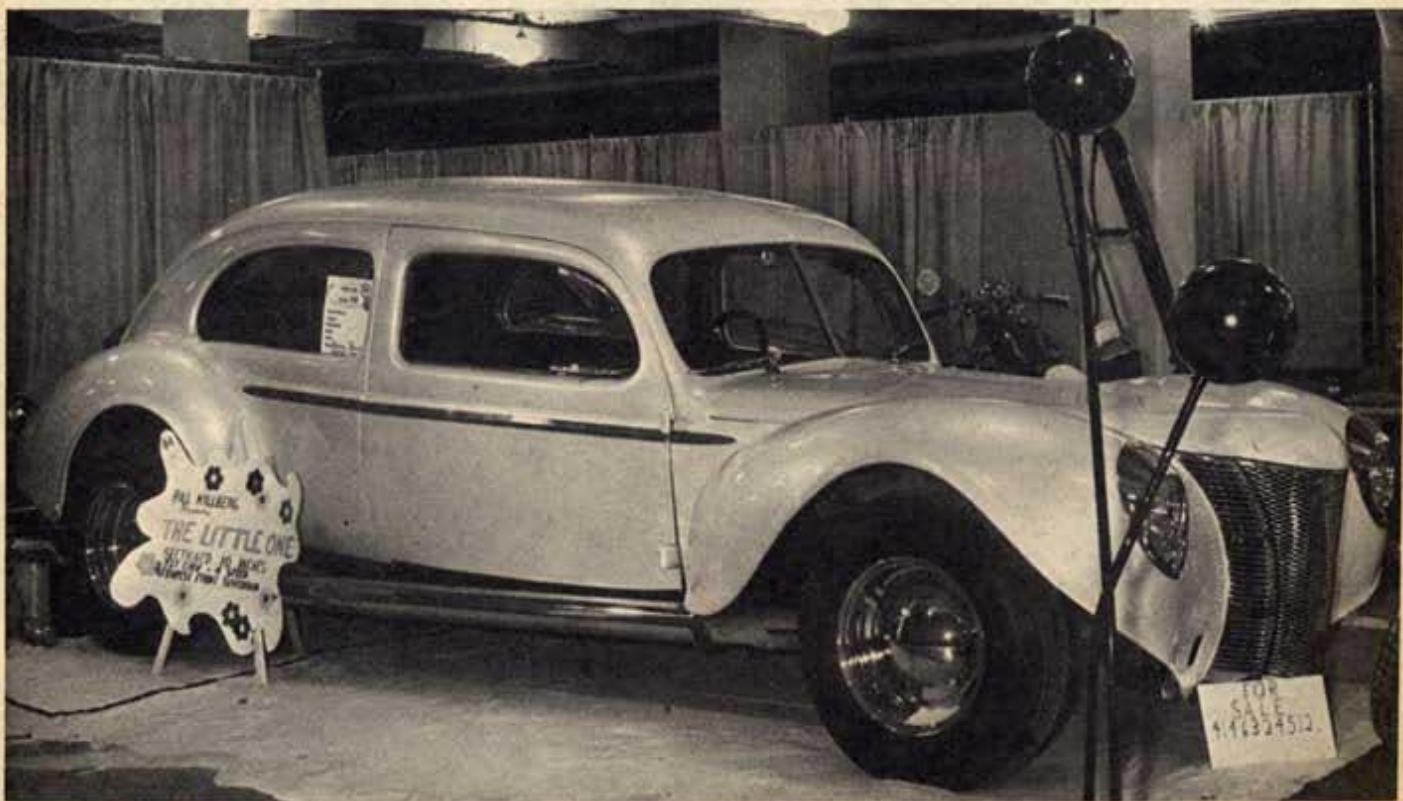
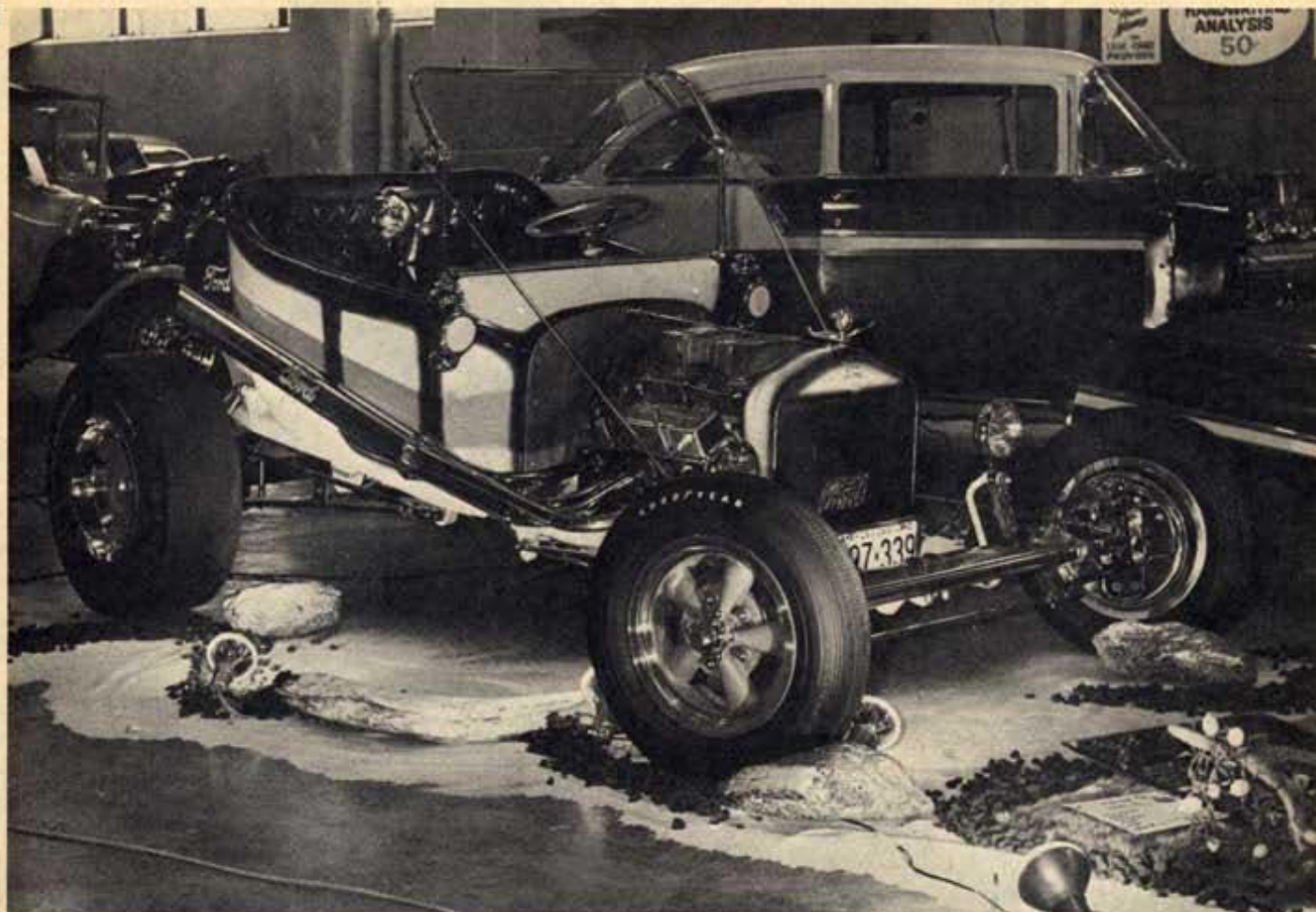
3 In the Full Custom Hardtop Class this 1960 Ford Falcon took first place for owner Dennis Piatek of Milwaukee, Wisc. Ford beam axle is used up front. Engine is 302-cubic-inch Ford.

4



4 Third place in custom sports class was captured by owner John Finkler of Oconomowac, Wisc., for his '63 'Vette Stingray with a 365-hp 327-inch Vette engine, Doug oval tube headers, Hurst linkage to Muncie four-speed box.





1 First spot went to Dave Bartelt of Menomonee Falls, Wisc., in the Altered T. Roadster Class. The '23 T took two years to complete at a cost of \$4000. Engine is '64 327 engine with 4:11 gears.

2 First place in Radical Pre-War Custom Class went to Bill Killberg of Milwaukee for his wild '40 chopped and sectioned sedan. Features include 10-inch section job, Tempest front suspension, 327 Chevy with 4-speed box.



# A TALENT "HAPPENING"

THE FIRST ANNUAL INTERNATIONAL MODEL CAR CUSTOMIZING CONTEST SPONSORED BY MPC DREW FELLOWS WHO HAD ONE THING IN COMMON—TALENT.

That's right, talent—*real* talent! Some of the most talented modelers in this country entered the First Annual International Model Car Customizing Contest sponsored by Model Products Corporation and held in conjunction with the 1968-1969 International Championship Auto Shows, concluded with the most successful contest of all at the Third Annual Rod and Custom Autorama in Cleveland, Ohio. There were over 300 entries in Cleveland and much of the success should be credited to the support given the contest by the Cleveland Plain Dealer Newspaper.

The overall Grand Winner of all nine events was Richard Carroll of Arlington, Mass. All of the class winners receive a one year subscription to Model Car Science.

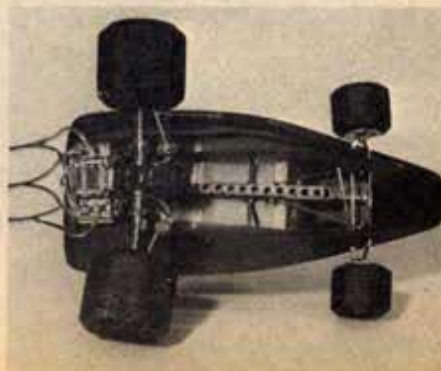
Congratulations to all of you fellows. The models are incredible, certainly worthy of the prizes you've won.



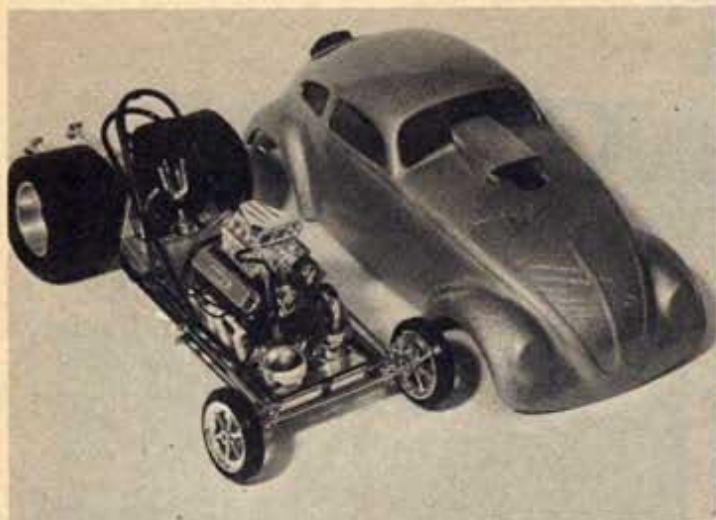
Grand ICMA Winner  
Richard Carroll's "T"  
(N.Y. Entry)



Best in Show  
Richard Carroll's Scratchbuilt  
"T" (Red)



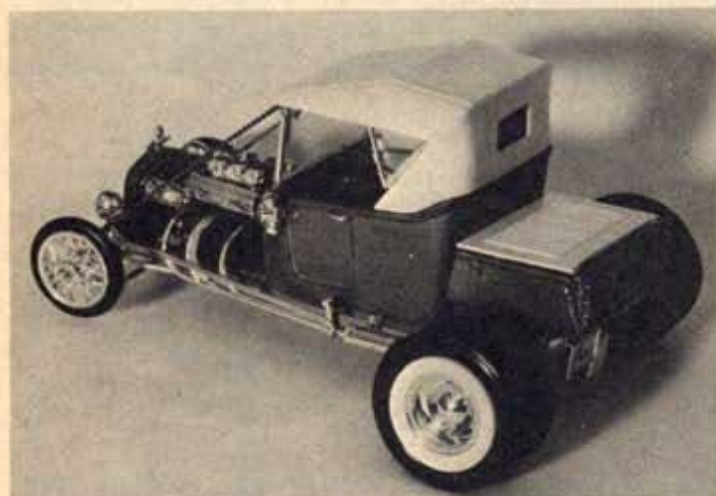




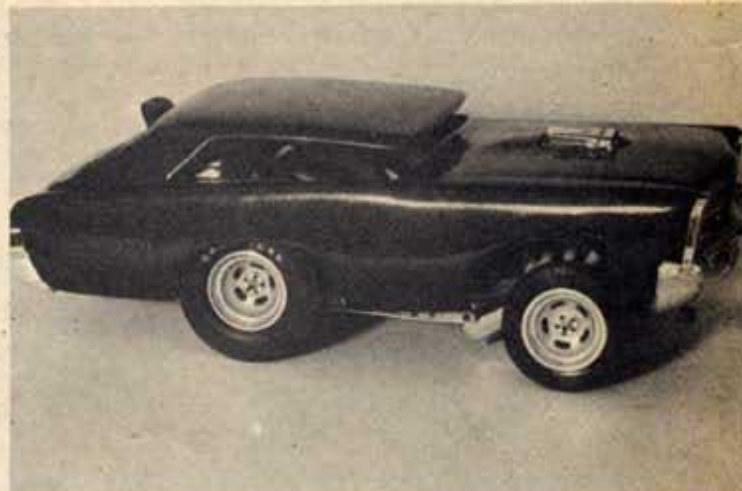
**1st Place Adult**  
Richard Carroll-Age 27  
130 Park Avenue  
Arlington, Mass.



**2nd Place Adult**  
George Bowman, Sr.-Age 37  
3792 Clague Road  
North Olmsted, Ohio



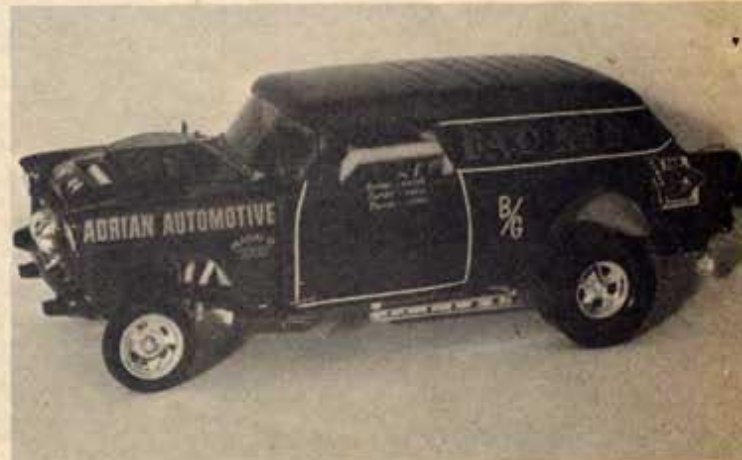
**3rd Place Adult**  
Dick Ruckel-Age 23  
14408 Lakeshore Blvd. Apt. 5  
Cleveland, Ohio



**1st Place Senior**  
Bernie Korkowski-Age 17  
10001 Watsworth



**2nd Place Senior**  
Alan Coxby-Age 17  
1038 E. Royalton Road  
Brecksville, Ohio  
**60/Model Car Science**



**3rd Place Senior**  
Carl Mumma-Age 16  
3863 W. East 42st.  
Cleveland, Ohio





**1st Place Junior**  
Joseph Kalasz-Age 12  
10106 Kennedy Ave.



**2nd Place Junior**  
Ray Heck-Age 12  
P.O. Box 374  
Chagrin Falls, Ohio



**3rd Place Junior**  
John Talan-Age 12  
4338 Bentley Dr.  
North Olmstead, Ohio



**Best Paint**  
Dennis L. Johnson-Age 27  
Euclid, Ohio



**Best Detail**  
Douglas Shrewsbury-Age 24  
4945 Rock River Dr.  
Cleveland, Ohio



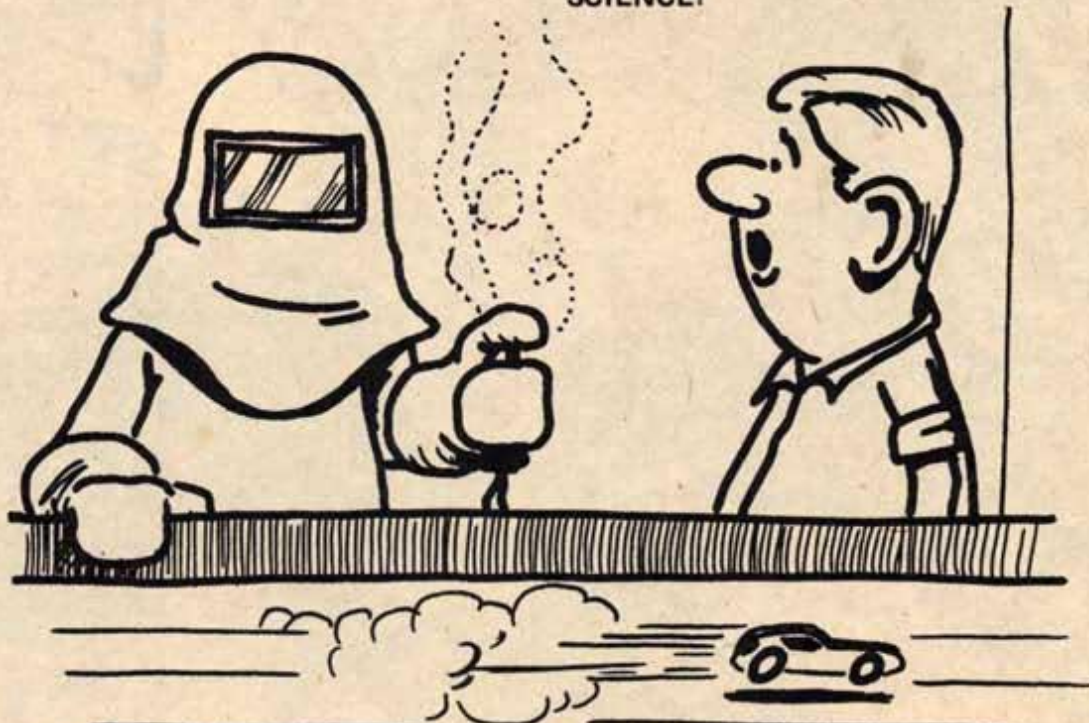
**Best Originality**  
Dennis L. Johnson-Age 27  
25180 Treadwell  
Euclid, Ohio



# "CAPTION THE CARTOON" CONTEST

This is the simplest contest to enter and win yet! Just think up a gag line to this wild cartoon by Joe Puckett, then fill in the coupon and mail it as soon as possible.

If you don't win this one, watch for the next one. We'll be running one a month! And you can win a free one year subscription to MODEL CAR SCIENCE!



TOM WAJAHN

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62/Model Car Science

Don Fletcher  
340 North Grove  
Oak Park, Ill.



"You sure know how to officiate, Uncle Bill!"





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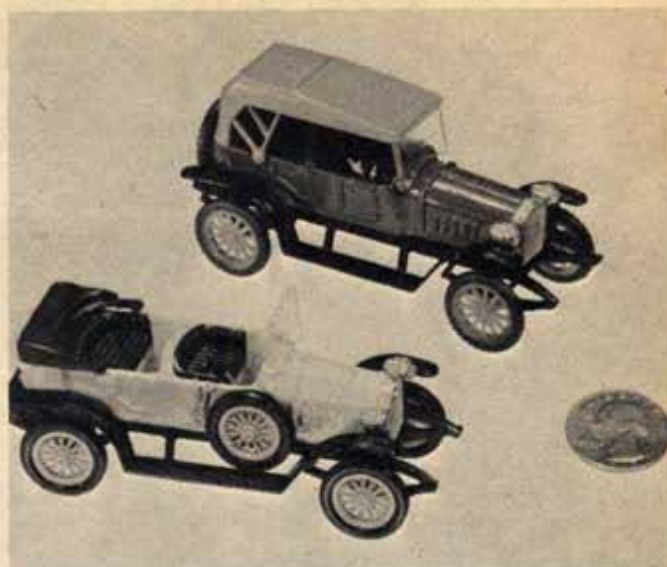


# AMERICAN COLLECTOR

Continued from Page 25

That about exhausts our space for this month but just a word to those of you who are anxiously awaiting Rio's 1941 Lincoln Continental. We had a letter from Italy recently indicating they now don't expect to have it available in the United States until autumn.

Next month: A 1/30 scale metal model of the very first Volvo, mounted on a wood stand and manufactured with the blessing of the Volvo company itself and Rio's Rolls Royce Phantom II Convertible with rumble seat will be reviewed, among others. See you then?



3  
4



2



5  
6



7

Model	Mfr's Number	M—Metal	M/P—Metal & Plastic	Rating (5 star maximum)
1 Ford Mark II	(Mebetoy A24)		M	****
2 Ford Mark IV	(Solido 170)		M	****
3 Chevrolet 1918 V-8	(Ziss 62)		M	**
4 Audi Alpengießer	(Ziss 60)		M	***
5 BMW 1927 Dixi	(Ziss/RW 57)		M	***
6 Alpine 3L Renault	(Solido 168)		M	****
7 Mangusta de Tomaso	(Solido 166)		M	****



We'd like to know what you like (or don't like) about *Model Car Science*. You can help us determine which articles we should place in future issues of MCS simply by checking the appropriate boxes below, and mailing this coupon back to us.

YOU CAN CHECK MORE THAN ONE BOX

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- ☐ MODEL MAIL
- ☐ NEW PRODUCTS
- ☐ MODEL OF THE MONTH CONTEST
- ☐ CAPTION THE CARTOON CONTEST
- ☐ DETAIL FOR REAL
- ☐ MODEL CAR SCIENCE LOOKS AT THE BIG CARS
- ☐ SPEEDY CARTOON STRIP
- ☐ JOE PUCKETT CARTOONS
- ☐ THE MCS CLUB LISTING

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- ☐ FLOYD MANLY (Southern Sampling)
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- ☐ TOM PAYNE (The HO Scene)
- ☐ MICHAEL POSS (The Launch Pad)
- ☐ SPEEDY GONZALES (Speedy)

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- ☐ 1/24
- ☐ HO

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- ☐ HOW TO DETAIL

**WHO IS YOUR FAVORITE SLOT RACING WRITER?**

**WHO IS YOUR FAVORITE STATIC MODEL BUILDER**

**YOUR AGE PLEASE**

Thank you! You can check more than one box, so vote as many times as you want. If you don't like one of the features (or writers, etc.) don't check that box. We promise to analyze this reply carefully and use it to guide us in selecting future articles.

Clip this page and mail to:

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Model Car Science Magazine  
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# Model Mail

Continued from Page 4

keep flammable liquids away from there too! Even the sparks from an electric fan can ignite paint spray into a fine flame cloud!

## BIG SOURCE OF BASIC INFORMATION?

I am looking for a single book that can give me background information on slot cars, tracks and driving tips. You have mentioned a MODEL ROAD RACING HANDBOOK written by one of your writers. Is this the book I want, and is it still available?

Donald Sommer  
Alhambra, Calif.

Yes, Donald, Bob Schleicher's hard-backed book, the MODEL ROAD RACING HANDBOOK, is very much still in print. It contains everything you asked about in its 277 pages plus photos and specifications on 40 real cars and their model duplicates. The book is \$8.95 and you can have any good book store order it for you or get it right from the publisher, D. Van Nostrand Co., Trade Book Sales, 120 Alexander St., Princeton, N.J. 08540.

## SHEET PLASTIC

I think your magazine is great! You often mention sheet plastic or sheet styrene in your articles on static models. I can't find this stuff anywhere. Would you please let me know where to order it?

Bill Logan  
Palos Verdes Estates, Calif.

Glad you like the mag, Bill. Styrene is a form of plastic, the same type used in the static model car kits. You can obtain sheets of different thicknesses from either AutoWorld, 701 N. Keyser Ave., Scranton, Pa. 18508 or from Kemtron Corp., 5755 E. Fountain Way, Fresno, Calif. 93727. Send a stamped, self-addressed, envelope to either firm asking for their list and prices on sheet styrene.

## CLASS COMPETITION

I've been a slot car racer for about five years. I'm happy about the new National Championship idea for class racing to a low-cost formula. I'm still relatively competitive, but my reactions just aren't quick enough for the super motors and chassis of the current pro-type cars. I've had several of my friends drop out of slot racing because they either couldn't afford to race at the ever-rising prices of parts, or simply because their reactions, too, weren't up to today's standards. I'd like to see slot racing come into its own as a participant sport. Maybe this low cost racing formula will do the trick.

Brian Barna  
Ringwood, N.J.

The new national rules for the pro-type cars have been a help, it seems, in drawing and keeping people in the hobby/sport, Brian. The same people that formulated the national rules are meeting in Texas about the time you read this. The one thing they hope to accomplish is a complete set of low-cost class limits and rules. If at all possible, we'll have a report on their work in the next issue.

## SLOT CAR SALVAGE TIPS

I save my bent slot car axles rather than just chucking them. They make fine holders for spare bushings, collars, spacers, bearings and the like. Just put a lock nut on each end of the threaded axle and a collar or old wheel on the ends of a plain axle. My unusable, bent, but still running slot car chassis serves me now as a tire-truing machine. I clip the power wires from an old train set 12 volt D.C. power pack to the pickup wires, put the wheels and tires to be trued on the back axle and turn on the power. This saves the chance of burning up a good motor by truing the tires on my racing chassis. I use fine sandpaper, held against the spinning rear wheels, to true the tires and radius off the edges a bit.

Joseph Gutstein  
Teaneck, N.J.

Thank you, Joe. If you do use an old chassis for tire truing, be absolutely sure that the rear bearings are good or replace them. The axle must also be absolutely straight in the "truing" chassis.

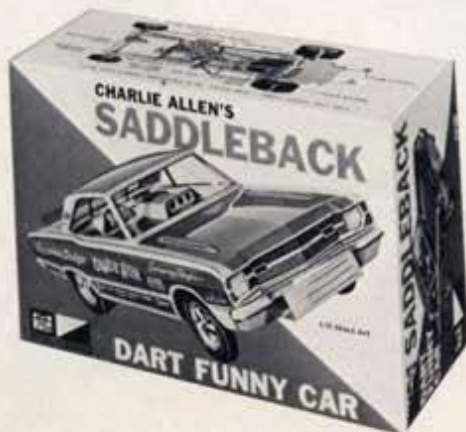


"Dual motored cars are fine, Clarence, but I think you're a little fouled up on your gearing."



# GO GET THE JUDGE

(and the Dart Saddleback, too)



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Charlie Allen.  
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# RACING CLASSICS OF TODAY

**Models of  
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MRC's 1/12 scale F-1 Honda kit, introduced a year ago, was acclaimed as the world's finest car model kit. That same detail and realism has since been equalled only by the MRC Lotus 49 F-1 and Porsche Carrera sports racing car.

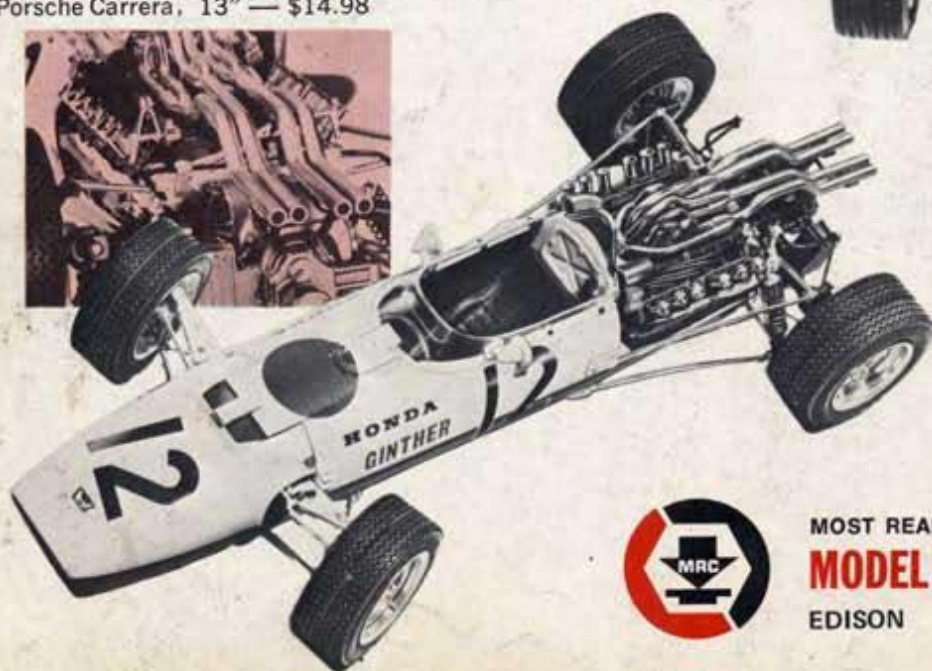
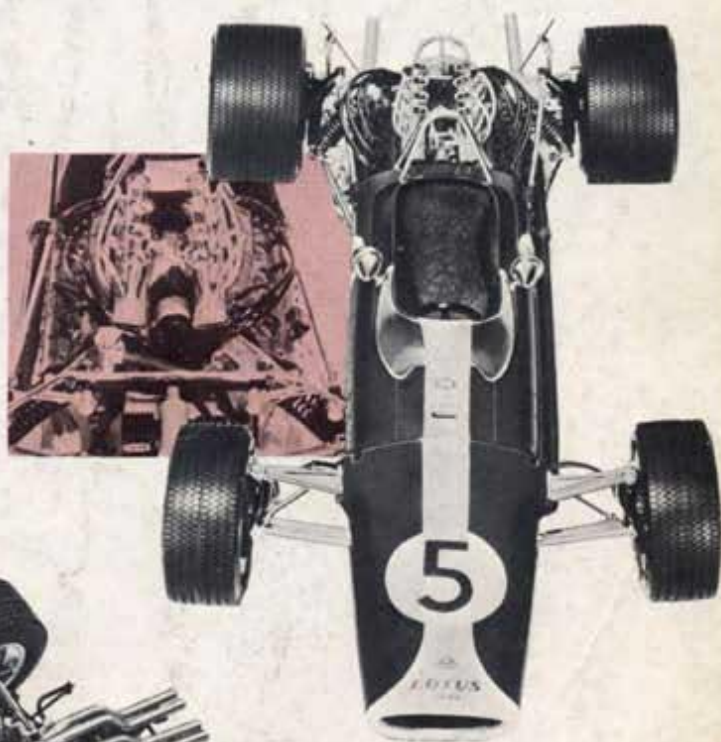
Three models, worthy of display by the most critical collector, yet are easy enough for the novice to build and enjoy. Working rack and pinion steering; fully sprung independent suspension; semi-pneumatic, rubberlike racing tires; flexible tubing fuel lines and brake hoses; completely wired ignition system are just a part of the many perfectly detailed features found inside — outside — under and throughout each model. Molded in prototype colors with plated parts and supplied with a selection of exact scale, technically accurate decals to reproduce specific team cars. These models need only detail spot painting to finish to perfection. Build the fabulous three, now!

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